

COACHMART

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**Front cover is missing.
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original for an archive.org
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**PAGE
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19/7/85

CARLTON

NEOPLAN

NEOPLAN
VOLVO

1982 VOLVO B10M GT Goldliner, 51 recliners, courier seat, toilet, bunk, tinted windows, TV/video, coffee machine, fridge, full executive specification
 1982 VOLVO B10M Viewmaster 49 recliners, toilet, stereo/cassette, green/orange/blue exterior, red moquette
 1981 VOLVO B58 Dominant "SOLD" seat, power door, radio/pa, cream/maroon exterior, auto tint moquette
 1981 VOLVO B58 12m, Dominant, 57 seats with armrests, double glazed, retarder, power door, Bristol dome, side lockers, radio/pa...
 1979 VOLVO B58 Dominant 53 seats, radio/pa, power door, Bristol dome
 1979 VOLVO B58 12 metre Dominant II, 57 seats, power door ...

VAN HOOL

1983 VAN HOOL Astromega with 75 recliners, twin courier, 2 fridges, double glazing, toilet, 2 boilers, radio/pa/cassette, driver's bunk, Mercedes V8 engine, Webasto, wired for TV & video, plug doors, wheel discs, MOT March 86. Choice of 2. Reduced for quick sale £69,950.

LEYLAND

1982 LEYLAND Leopard Plaxton 49 recliners, toilet, tinted windows, wired for TV & video, Bristol dome, red moquette, maroon/red exterior, choice of 2
 1982 LEYLAND Leopard Dominant IV 12 metre 51 recliners, curtains, Telma, double glazed
 1982 LEYLAND Leopard 12m, ZF, Dominant, 57 seats, radio/pa, double glazed, power door, MOT March 86
 1981 LEYLAND Leopard Dominant III full SD pack, 53 seater, radio/cassette, power door, tinted double glazed windows,
 1981 LEYLAND Leopard 11m, ZF, Dominant 53 seats, power door, radio/pa, MOT May 86
 1981 LEYLAND TIGER Plaxton Supreme GT, 46 recliners, toilet, TV and video, coffee, fridge, bunk, tinted windows
 1980 LEYLAND 11 metre, semi-auto, Supreme IV Express, 53 seats, MOT Jan 86
 1976 LEYLAND Supreme 11 metre 53 seats, semi auto, power door, current MOT, re-moquette in red, white/red exterior
 1975 LEYLAND Plaxton Elite III 11 metre 53 seater, semi auto ...

FORD

1974 FORD R1114 Dominant Express, 51 seats, MOT 1986....

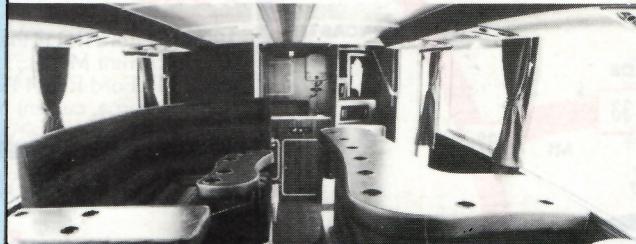
BEDFORD

1978 BEDFORD PJK 29 seater Plaxton, radio
 1979 BEDFORD YMT 53 seater Duple Dominant II, white/orange exterior, autumn tint moquette, power door
 1978 BEDFORD YMT 53 seater Plaxton Supreme, radio/pa, power door, cream/brown exterior, brown/orange striped moquette, MOT to April 86



PICK OF THE WEEK

1983 (A) NEOPLAN Clubliner, Mercedes V8, 57 seater, toilet, kitchen, bar, lounge, video, seven 8" monitors, one 14" TV, gold film upper deck, Telma, bottom deck fully carpeted, courier seat, radio/pa/cassette, curtains, MOT April 86.



New Neoplans — Immediate Delivery



Skyliner Double Deck

77 recliners plus courier, Mercedes 355, toilet, kitchen, fridge, bunk, radio/stereo/pa, Telma, ex stock.

Cityliner High Deck

53 recliners, Mercedes 280, full air suspension, toilet, bunk, fridge, radio/stereo/pa, courier seat, Webasto, 2 plug doors, Tempco 100.



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**SUPERBLY PREPARED & PRESENTED USED COACHES****LEYLANDS**

1982 (X) Leyland Tiger (6 speed ZF), 12 metre, (new 245 bhp engine), Duple Dominant IV SD IV pack, red/orange moquette, exterior white/blue stripe, 50 recliners, double glazed, tinted glass, radio/pa/cassette, side lockers, current MOT. £45,450

1974 (M) Leyland Leopard Duple Dominant I, autumn tint moquette, exterior white, 49 seats, side lockers, autolube, power door. £7,250

1974 (M) Leyland Leopard Duple Dominant I, autumn tint moquette, exterior white, 49 seats, pa, side lockers, autolube, power door. £7,250

1974 (M) Leyland Leopard Duple Dominant I, white exterior, 49 seats, new MOT. £7,250

1974 (M) Leyland Leopard Plaxton Elite III, exterior white, 48 seats, new MOT. £7,250

1974 (M) Leyland Leopard Plaxton Elite III, green moquette, exterior white, 44 recliners, radio/pa, side lockers, Bristol dome, autolube, power door. £7,250

1974 (M) Leyland Leopard Plaxton, autumn tint moquette, exterior white, 47 seats, side lockers, Bristol dome, Webasto, power door. £7,250

1974 (M) Leyland Leopard Duple Dominant, autumn tint moquette, exterior white, 49 seats, side lockers, Bristol dome, autolube, £7,250

1973 (L) Leyland Leopard Duple Dominant I, autumn tint moquette, exterior white, 49 seats. £7,250

LEYLANDS

1973 (L) Leyland Leopard Duple Dominant I, 49 seats. £6,950

1971 (K) Leyland Leopard Plaxton Elite II, autumn tint moquette, exterior white, 47 seats, side lockers, current MOT. £4,500

1971 (J) Leyland Leopard Plaxton Panorama, red/blue/grey moquette, exterior white, 51 seats, side lockers. CHOICE OF TWO. £3,500

AEC

1974 (M) AEC 760 Duple Dominant I, ZF gearbox, 49 seats, side lockers, white exterior, red moquette. £6,950

BRISTOL

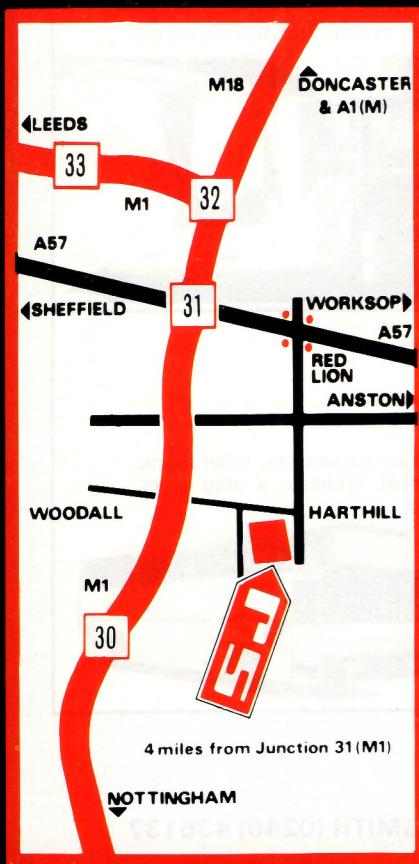
1972 (K) Leyland Bristol RELH Plaxton Elite II, autumn tint moquette, exterior white, 47 seats, side lockers, Bristol dome, power door. £4,000

1972 (L) Leyland Bristol RELH, ECW coachwork, 49 seats, Webasto heating, Gardiner 150 engine, finished in white. CHOICE OF THREE. £4,950

BEDFORD

1979 (T) Bedford YMT Estoril, 53 seats, radio/pa, full draw curtains, side locker, heated mirrors, red moquette, white/red exterior, current MOT. £15,250

1978 (S) Bedford YMT Estoril, 53 seats, radio/pa, full draw curtains, side locker, heated mirror, red moquette, white/red exterior, current MOT. £13,750

**FORD**

1979 (T) Ford R1114 Plaxton Supreme IV Express, autumn tint moquette, exterior ivory, 53 seats, Telma, current MOT. £14,950

1979 (T) Ford R1014 Plaxton Supreme Express, autumn tint moquette, exterior cream/red, 45 seats, radio/pa, current MOT, Telma. £12,950

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COACHMART

Published by Coachmart Limited.

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BAD NEWS

At times like this you need to know how soon your coach can be back on the road. You need expert advice on your insurance claims and other recovery procedures. Not least you need to be sure that your coach will be as good as new as quickly as possible.



GOOD NEWS

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DAF Bus
Leyland

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SCANIA K112TR 3 axle Jubilee P99 double decker, 73 reclining seats, double glazing upper and lower decks, toilet, sleeper, servery etc. A very fine specification at a very special price. This is an unregistered demonstrator.

Used Vehicles

VOLVO

1983 VOLVO B10M	Jonckheere Jubilee P50, 51 reclining seats, double glazing, toilet, sleeper etc, very full specification.....	£60,500
1982 VOLVO B10M	Jonckheere Bermuda 49 recliners, toilet, driver's bunk, Telma, TV and video boxes & wiring, carpet, curtains, Webasto heating etc.....	£58,000
1982 VOLVO B58	Van Hool Alizée, air over leaf suspension, 48 reclining seats, toilet, all usual extras.....	£55,500
1982 VOLVO B58	Duple Dominant IV, power door, double glazing, Bristol dome, 53 recliners.....	£42,500
1979 VOLVO B58	Duple Dominant II, 12 metre, 51 recliners, Bristol dome, power door, courier seat, curtains.....	£29,500

DAF

1983 DAF MB	Plaxton Supreme V 12 metre, 53 recliners,.....	£49,500
1982 DAF MB DKT	Jonckheere 'Bermuda' 12 metre, 53 recliners, toilet, driver's bunk, TV, video, boxes & wiring, fridge, Continental step, Telma, all usual extras, (also 57 seaters available with Continental step and driver's sleeping compartment).....	£55,500
1982 DAF MB	Plaxton Supreme IV 12 metre, 57 seater.....	£44,500
1982 DAF MB200 DKT	Plaxton Supreme 53 'E' types, Continental step.....	£44,500
1982 DAF MB200	12 metre Plaxton Supreme IV, 48 E type seats, toilet, Telma	£44,500
1981 DAF SB	Jonckheere Bermuda, 49 reclining seats, rear offside toilet, Continental step, sleeper.....	£47,500

BOVA

1982 BOVA Europa	, 52 recliners, courier seat, TVs & video, curtains.....	£52,500
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BEDFORD

1977 BEDFORD YRQ	Plaxton Supreme 45 seater	£8,000
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FORD

1981 (August) FORD T152	Plaxton Supreme 35 seater, power door, curtains.....	£24,500
1978 FORD	Plaxton Supreme III, 53 seater, power door, Telma	£9,750

VAN HOOL

1983 VAN HOOL	Astron twin deck, 60 reclining seats, courier seat, driver's sleeping compartment, TV & video equipment, carpet, tinted windows, toilet/washroom, hostess work area, Frenzel sausage boiler, coffee/tea machine, fridge, cupboards, 12 months MOT	£77,500
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Part Exchanges welcome against any of the above vehicles.

Vehicles can be viewed at your convenience by contacting

Tony Leadbetter — West Midlands, Wales and West of England — 0530 62271 (home)
Arthur Humphries — Eastern England, London and Home Counties — 0902 732140 (home)
TRADES DESCRIPTION ACT: In this list we quote the year of registration and not necessarily the year of manufacture.



Avid readers of this column may well recall my friend Henry, who a few months ago was contemplating starting up a coach tour business in the Scottish town in which we both once resided. Last weekend Henry visited us for a few days and, naturally enough, we discussed his project and how it was progressing.

He has discovered something that those of us that have been involved in coaching for most of our lives have known all along — coach operation is a strange business. He has also found out that while it has always been a fast moving industry changes in market forces and demands in the coach business are now occurring at a frantic, almost frightening, pace.

Two or three years ago the bottom had fallen out of the secondhand coach market, but private operators in particular were buying new high specification coaches like never before. At that time, Henry had heard me talking about the "fantastic bargains" that could be had at the auctions, and from HP companies when coaches were repossessed. "Where are all the bargains now?" demanded Henry when we started talking about possible rolling stock for his enterprise.

I had to tell him the facts — demand for good quality secondhand coaches, apart from certain unusual models or very high specification designs, is now in much greater balance with supply. In certain areas of the market — notably double deck buses, modern 53 seat lightweights and smart basic specification heavyweights — demand often exceeds supply, and prices here have risen sharply. Henry was shocked to discover that an operator of my acquaintance had parted willingly with £4,000 for a fifteen year old double-decker which had previously been in service with the concern who ran a bus service through the town where he lives.

Rydale P.S.V. Sales

VOLVO
PLAXTONS
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The London Based Coach Dealer

RYDALE LONDON: VOLVO PSV Distributors

New Volvo B10M GL 276 bhp engine, ZF 6-90 gearbox with Plaxton Paramount 3200 one star body, 57 standard seats, power door, tinted side windows, Pannier luggage lockers, radial arm wipers, full soft trim, autumn interior, finished in white. Immediate delivery £61,500

RYDALE SCOTLAND: Leyland PSV Distributors

Immediate delivery: New Leyland Tiger 245 hydrcyclic Plaxton Paramount 3500 2 star coachwork with 53 reclining seats, Continental door, radial arm wipers. £60,000.

USED COACHES

Year	Price	Chassis	Body	MOT Expires	Seats	Exterior Colours	Interior Colours	Power Side Door	Side Lockers	Curtains	Tinted Windows	Radio	Pa	Tape	Wheel Discs
1983	£35,000	Ford R1115	Plaxton Paramount	April 86	53	Silver/Duo Blue	Red/Black	•	•	•	•	•	•	•	Telma, Eberspacher heater
1981	£35,000 DAF MB200 DKT	Plaxton Supreme IV		53 Reclining	White	Orange/Fawn		•	•	•	•	•	•	•	Crew Seat, Solid Rubber U/Seats
1981	£35,000 DAF MB200 DKT	Plaxton Supreme IV		May 86	53 Reclining	White/Cream/Green	Orange/Fawn	•	•	•	•	•	•	•	Crew Seat, Solid Rubber U/Seats
1981	£19,000	Ford R1114	Duple Dominant II	March 86	53	White/Mauve	Red	•	•	•	•	•	•	•	Crew Seat, Solid Rubber U/Seats
1980 (Dec) £31,500 DAF MB200 DKT	Plaxton Supreme IV		Sept. 85	57	White	Orange/Fawn		Dec. •	•	•	•	•	•	•	
1979 (V) £13,000	Ford R1114	Duple Dominant II	May 86	51 Reclining	Blue/White	Blue		Full •	•	•	•	•	•	•	Heated Laminated Screens
1979 (V) £12,500	Bedford YMT	Duple Dominant II	December 85	53	White/Cream/Green	Red									Heated Laminated Screens
1979	£11,000	Ford R1014	Duple Dominant II	March 86	45	White/Black	Blue								
1978	£11,500	Bristol LHS	Plaxton Supreme III	April 86	35	White/Yellow/Black	Fawn	•	•	•	•	•	•	•	Mk IV Front Laminated Screens
1978	£9,500	Bedford YLQ	Plaxton Supreme III	October 85	45	White/Orange	Red	•	•	•	•	•	•	•	
1977	£9,000	AEC Reliance 760	Plaxton Supreme III	June 85	49 'E'	White/Orange/Yellow	Autumn	•	•	•	•	•	•	•	Armrests, Laminated Screen, Ext. Step at door
1975	£5,000	Bedford YRT	Duple Dominant I	January 86	53	White/Silver/Red	Autumn	•	•	•	•	•	•	•	
1973	£5,500	Leyland Leopard	Plaxton Elite III	February 86	50 Reclining	White/Blue/Red	Red	•	•	•	•	•	•	•	Bristol dome
1970	£950	Bedford VAS	Duple Vista		29	White/Blue	Red								

Please note: The above prices exclude VAT. All vehicles are offered subject to remaining unsold. The year quoted denotes the year of first registration.

RYDALE PSV SALES, 47 Sewardstone Road, Chingford, London E4 7PU. Tel: 01 529 8686. Telex 897021

Comment continued from page 7

"But they can't be worth that", Henry said, reminding me of an auction which occurred two years ago where a similar bus, again about 15 years old at the time, was auctioned for £250! Yet it is a fact that the market has changed completely in the recent past, with a substantial increase in demand for many types of secondhand PSVs. Meanwhile, the new vehicle market has never been at a lower ebb.

Henry could offer me an explanation for the new vehicle situation, or at least one reason why new coaches are not selling well despite a coach hire market which is reasonably buoyant. As I explained when I first wrote about Henry's venture, his original intention was to buy smart, secondhand coaches. However, the temptation to at least examine the possibility of buying new was too much for him, so off he went to a local coach dealer and enquired about the price of a fairly basic new vehicle, offering to use his own car, an almost new and moderately expensive two-litre saloon, as the deposit.

Henry ran into trouble when he tried to obtain finance for the deal. "I wouldn't say that I was accused of doing anything dishonest," he explained, "but it was clear that the finance company were treating my proposal with considerable suspicion. I asked the finance company representative why he was so concerned, as I wondered whether I had picked the right vehicle for the job. He told me that the coach market had proved to be a very dangerous one for the finance industry. Record levels of company liquidations had meant that substantial numbers of fairly new coaches had been repossessed in the last year or two, and when the finance companies had tried to sell their unwanted stock, they had discovered that, in many cases, the outstanding balance was considerably more than the nett price of a comparable, but brand new, vehicle."

Henry was of the opinion that the high incidence of over-financing in this way has put many finance companies off the coach business altogether. Coach operators wanted to buy new, but all, apart from those who were exceptionally strong financially, were finding it almost impossible to obtain a satisfactory finance package. In common with many other firms, Henry will be forced to buy secondhand — though, as he says, there has to be a limit as to how long this situation will last. His theory is that, as demand for used rolling stock increases, prices will continue to rise. In a sense, this is good news for many coach operators, as depreciation should reduce. However,

there will eventually come a situation where a one year old secondhand coach is poor value compared to a new vehicle — circumstances not unfamiliar to those coach firms operating during the 1960s. When the finance companies cotton on to this fact — Henry is a cynic, and suggests that this will occur about two years after the event — demand for new coaches will rise rapidly, and the manufacturing industry may well be caught on the hop. Time will tell whether Henry is proved right, but it's an interesting theory.

The other fact which Henry, as an outsider to the industry, claimed to have identified is that the UK tourism boom is, in some respects, bad news for coach operators. One of Henry's more conventional tour ideas was to offer customers weekends in London during the Winter months. "In 1983 the organisation of such a programme would have been simplicity itself, and the hotel rates would have been very reasonable. Now, outside a few quiet weekends, many of the good quality hotels I have tried just do not want to discuss group business at rates which are in any way comparable with 1983 and 1984." Henry's alternative is to operate winter weekends to Birmingham. It's by no means an eccentric proposal — the shops and nightlife are both excellent there, it's more convenient geographically, and, most important of all, its much better value at

the moment. His major difficulty will be to convince potential passengers of this, but he managed to convince me.

Despite the problems which he has encountered, Henry is still keen to enter our industry. He feels that there is a great deal of potential for further development of the coach industry in the leisure travel field. We all hope he is right.

Houston Ramm

Plaxtons Redundancies

A total of 98 were made redundant by Plaxtons, the Scarborough-based bodybuilder, on Friday, 12th July. Eighty one of those affected were production workers, while the remainder were from administration, costing and publicity departments.

A company spokesman said that, despite the fact that Plaxtons had maintained their share of the coach bodywork market, the redundancies were necessary because of a reduced market for coaches in the UK, allowing the company to maintain reasonably efficient manning and productivity levels. Unlike Duple, the company had not normally had the policy of reducing staff levels at the

end of the body building season, but this year it had been necessary to cut manpower by around 10% in line with current and anticipated product demand.

Kortrijk Show

The 8th Europees Autocar & Autobus-salon, the European Coach and Bus Fair, takes place at Kortrijk in Belgium from Saturday, 19th to Wednesday, 23rd October this year. The Show is preceded by International Week at Kortrijk and coincides with the Mitcar Coach Tourist Exhibition in Paris.

During the ten day period the programme will include driving and skill tests, coach and bus competitions for livery, interior, equipment, etc, and Trade Fairs. Visits to Mitcar are also envisaged. Kortrijk, heralded as the centre of the coach and bus world, expects around ten thousand visitors from fifty countries to attend the exhibition. Educational, promotional and study sessions are included in the itinerary, plus a special section for equipment and vehicles for the disabled of which the winners will also receive prizes and awards.

Full details of itineraries, exhibition, events, classes, etc, from the organisers, B.A.A.V., Molestraat 41, B-8800 Roeselare, Belgium, Telephone: 010 32-51-226060, telex 81782.



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BEDFORD YMPs 12 metre Plaxton 3200 coach body to one star specification. Special price.

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MERCEDES 608D diesel with Reebur 21 seat luxury conversion, luxury coach seating in grey/red striped moquette with folding armrests, soft trim to interior, including luggage racks, tinted windows, lift up roof vents, speakers and aerial, moquette bonnet cover, panelled lower skirt, Bristol dome, full depth luggage boot, finished in white gloss. Special price, one off only, on the road £20,325 plus VAT.

MERCEDES 608D diesel with Reebur 19 seater luxury conversion, luxury coach seating in grey/blue striped moquette with folding armrests, soft trim to interior, including luggage racks, tinted windows, lift up roof vents, speakers and aerial, moquette bonnet cover, finished in white gloss. Special price, one off only, on the road. £20,050 plus VAT.

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1983 (Y) BEDFORD YNT 12 metre with Wrights Contour body, air suspension to rear, 48/53 reclining seats, toilet, coffee machine, soft trim, radio/pa, courier seat, roller blinds to side windows, tinted windows, side locker, plug door, current MOT, interior red, exterior blue/white with gold band. Price £37,250.

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SALE

ARLINGTON

Bedford

1984 YNT Paramount 3200 1 star 53 seater ~~39500~~ 36500
 1983 YNT Paramount 3200 1 star 53 seater ~~36500~~ 35000
 1981 (X) YNT Dominant 53 seater ~~24500~~ 22500
 1981 (X) YMT Dominant 53 seater ~~22500~~ 18750
 1980 YMT Dominant 53 seater (2) ~~20000~~ 15750
 1980 YMT Plaxton Supreme 53 seater (3) ~~19500~~ 15750
 1979 (V) YMT Plaxton Supreme 53 seater ~~16500~~ 12500
 1979 YMT Plaxton Supreme 53 seater ~~17000~~ 12500
 1979 YMT Duple Dominant 53 seater ~~16500~~ 12500
 1979 YMT Dominant Express 53 seater ~~16500~~ 12500
 1978 (T) YMT Van Hool 53 seater ~~14500~~ 11500
 1978 YMT Duple Dominant 53 seater ~~13500~~ 10500
 1977 (S) YMT Van Hool 53 seater ~~10500~~ 8500
 1977 YMT Duple Dominant Express 53 seater ~~10500~~ 8500
 1977 YMT Plaxton Elite 53 seater ~~10500~~ 8500
 1977 YMT Supreme 53 seater ~~10500~~ 10000
 1976 (R) YMT Duple Dominant 53 seater ~~10500~~ 9500
 1976 YMT Duple Dominant 53 seater ~~8750~~ 6500
 1975 YMT Plaxton Elite 53 seater ~~7750~~ 6750
 1975 YRT Plaxton Elite 53 seater ~~6500~~ 5950
 1973 YRT Dominant Express 53 seater ~~5000~~ 4500

Bristol

1978 (T) LHS Plaxton Supreme 35 seater ~~14000~~ 12000
 1978 LHS Plaxton Supreme 33 seater ~~13750~~ 11500
 1978 LHL Plaxton Supreme 53 seater ~~14500~~ 11500
 1977 LH Plaxton Supreme III 45 seater ~~12500~~ 10500

AEC

1972 (L) Reliance (re-bodied) Supreme 4 53 seater ~~18500~~
 17500
 1977 Reliance Plaxton Supreme Express 53 seater ~~14500~~
 13000

Volvo

1980 B58 Dominant II Executive 42 seater ~~32500~~ 29500
 1979 B58 Plaxton Supreme 53 seater ~~25000~~ 23500

Leyland

1984 Tiger Paramount 3500 4 star 49 seater ~~65000~~ 58000
 1984 Tiger Van Hool 8 (Executive) 46 seater ~~58000~~ 56500
 1983 (A) Royal Tiger 3500 4 star 48 seater ~~65000~~ 55000
 1984 Tiger Caribbean Touring 53 seater ~~55000~~ 53000
 1983 Tiger Paramount 3500 3 star 50 seater ~~55000~~ 49500
 1984 Tiger Paramount 3200 57 seater (2) ~~52500~~ 49500
 1983 Tiger Paramount 3200 2 star 53 seater (3) ~~49500~~ 45400
 1983 Tiger Viewmaster 50 seater ~~47500~~ 44500
 1983 Tiger Paramount 3200 1 star 57 seater (4) ~~47500~~ 43500
 1982 (Y) Tiger Plaxton Supreme V 57 seater ~~43000~~ 39500
 1981 (X) Tiger Dominant III 53 seater ~~40000~~ 38500
 1976 Leopard Plaxton 50 seater ~~14500~~ 12500

Ford

1985 R1115 Paramount 3200 49 seater ~~36950~~ 33500
 1983 R1114 Paramount 3200 49 seater ~~36950~~ 33500
 1981 R1114 Dominant II 53 seater ~~21000~~ 17750
 1981 R1114 Dominant III 53 seater ~~19750~~ 18750
 1981 R1114 Dominant IV 53 seater ~~19750~~ 18750
 1981 R1114 Supreme IV Express 53 seater (6) ~~19750~~ 18750
 1980 (W) R1114 Duple Dominant II 53 seater ~~21500~~ 14750
 1980 R1114 Duple Dominant II 53 seater (2) ~~18500~~ 14750
 1979 R1014 Duple Dominant II 45 seater ~~15000~~ 13500
 1979 R1114 Duple Dominant II 53 seater ~~15500~~ 12500
 1979 R1114 Van Hool 53 seater ~~15500~~ 12500
 1977 R1114 Duple Dominant 53 seater ~~8500~~ 7500
 1976 R1114 Caetano 53 seater ~~5000~~ 4750

DAF

1983 DKTL Paramount 3200 53 seater ~~51000~~ 48000

Mini-Midi Buses

1982 PJK Bedford Dominant 29 seater ~~21500~~ 20500
 1981 Ford Transit Pacemaker 16 seater ~~8000~~ 7750
 1982 Bedford CF Dormobile 12 seater ~~4950~~ 4850

**TEL:
01-804-2474**



1985

Coachmart Diary

JULY 1985

Sunday 21st to Wednesday 24th July 1985 Cutty Sark Tall Ships Race, Chatham.

The race itself takes place on 24th July, with the ships on display on previous three days. Comprehensive entertainments programme organised. For further information and details of group admission prices telephone Paul Van Dyck on Sheerness (0795) 662211.

Tuesday 30th to Wednesday 31st July Forum and Display '85.

An IRTE commercial vehicle and bus show including forum workshops on transport topics.
At: The University of Leeds.
Contact: Brian Booker, Exhibition Manager, Conference Office, University of Leeds. Telephone (0532) 459944.

AUGUST 1985

Sunday 4th August 17th Annual Trans-Pennine Run.

From: Manchester.
To: Harrogate.
Contact: Mr. K. A. Jenkinson, Rally Coordinator, 42 Coniston Avenue, Queensbury, Bradford BD13 2JD. Telephone (0274) 881640.

Monday 12th August Leicestershire Coach Operators Association.

Open Meeting.
A general discussion about the coaching industry.
At: The Supporters Bar, Leicester City Football Club, Filbert Street, starting at 8 pm.
Contact: Mrs. Celia Ryan, 749 Loughborough Road, Birstall, Leicester.

SEPTEMBER 1985

Sunday 1st September 1985. The Showbus rally and "Showbus Showcase" trade exhibition.

At: Woburn Abbey.
Contact: David Rennard, Hefac Engineering Ltd., Units 17/18, Station Lane Industrial Estate, Witney, Oxon OX8 6AS. Tel: Witney (0993) 73691/2.

Monday 9th September. Leicestershire Coach Operators Association.

"The White Paper and How it Effects You".

Speaker: Ron Whittle.

At: The Supporters Bar, Leicester City Football Club, Filbert Street, starting at 8 pm.

Contact: Mrs. Celia Ryan, 749 Loughborough Road, Birstall, Leicester.

Monday 9th September Nottinghamshire Coach Operators Association meeting

Subject: A promotion by the Nottinghamshire Tourist Association.
Venue to be announced.
Contact: Pauline Rogers on (0623) 743576.

Wednesday 11th to Saturday 14th

September (inclusive) The First International Bus and Coach Exhibition.

At: Earls Court, London.
Contact: The Exhibition Manager, Reed Exhibitions. Telephone 01-643 8040, extension 4873.

Sunday 22nd to Friday 27th September

The Automotive Trade Show.

At: Earls Court, London.
The Combined Autoquip, Garagequip and Bodyshop Exhibition.
Contact: The SMMT, Forbes House, Halkin Street, London SW1X 7DS. Telephone 01-235 7000. Telex 21628.

OCTOBER 1985

Tuesday 1st to Saturday 5th October inclusive.

Kirkby Bus and Coach Show.

At: Kirkby Bus and Coach, Crossroads, Anston, Sheffield. Comprehensive exhibition of Coach chassis, bodies, integrals and ancillary components and services.
Details from John Torr (0909) 564311.

Monday 7th October

2nd Best of England Travel Workshop.
A major travel workshop organised by the Cumbria, Heart of England, North West, East Midlands, Northumbria, West Country and Yorkshire and Humberside Tourist Boards.

At: The Rainbow Suite, Kensington High Street, London.
Contact: The West Country Tourist Board, Trinity Court, Southernhay East, Exeter EX1 1QS. Telephone (0392) 76351.

Thursday 17th to Sunday 20th

October

7th M.I.T.C.A.R. International Coach Tour Market.

A trade workshop dedicated to coach touring. Sponsored by the French Ministry of Tourism and organised by Bus Et Car, MITCAR will for the first time include a display of vehicles. Entry by free invitation obtained from the address below.

At: Hall 2, Parc Des Expositions, Porte De Versailles, Paris.

Contact: Bus Et Car, MITCAR, 11 Rue Godefroy Cavaignac, 75541 Paris Cedex 11, France.

Saturday 19th to Wednesday 23rd October

The 8th European Autocar and Autobussalon (Courtrai Show).

At: Hallen Kortrijk, Belgium.
Contact: B.A.A.V., Motestraat 41-B8800 Roeselare, Belgium. Telephone 010 3251 22 6060 or Telex 81 782.

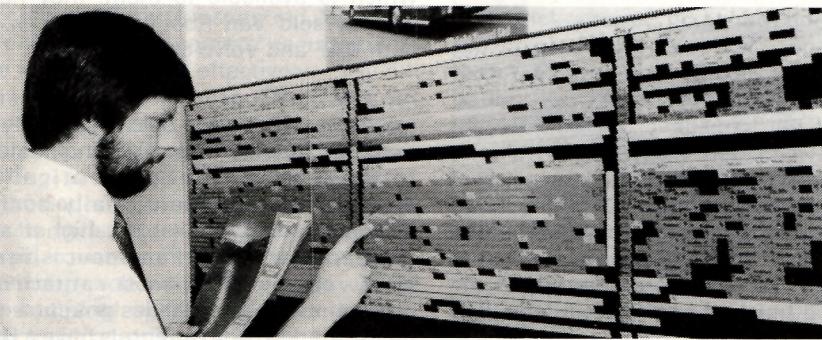
Tuesday 29th October to Friday 1st November

AUTOTECH. The International Automotive Technology Exhibition and Congress.

Taking place at the National Exhibition Centre. For further details of the congress contact: The Automobile Division, Institution of Mechanical Engineers, 1 Birdcage Walk, Westminster, London SW1H 9JJ or telephone 01-222 7899. Telex 917944.

To apply for stand space contact Tony A. May, Exhibition Manager, Exhibitions and Guests Division, the National Exhibition Centre Ltd., Birmingham B40 1NT. Telephone 021-780 4141. Telex 336635.

Coach Reservation & Maintenance Boards



Courtesy of Len Wright Travel Ltd.

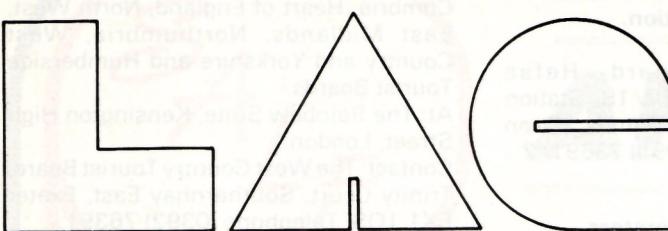
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I do not believe I would be chancing my arm in predicting a number of dealer-product relationship changes over the next few months. In particular, new dealer announcements for all or part of the Van Hool range are believed to be imminent, and I spent a pleasant day in Belgium recently to discover what would be happening with the LAG distributorship for the UK in the immediate future. The sole UK distributor of that product is now Viewbond of Guildford, LAG having terminated their agreement with W. S. Yeates as from the end of May. Yeates will, however, continue to handle the product until the vehicles they have in stock and in build are all sold.

Viewbond appeared about three years ago on the British coaching scene, acting as a selling agent rather than a conventional dealer. As it was difficult to persuade some dealers to accept trade-ins at that time, Viewbond's services were much in demand by those operators anxious to sell secondhand rolling stock prior to buying new coaches at nett rather than retail prices. Since that time demand for secondhand coaches has steadily improved, and dealers have become as keen as ever to take part exchanges. Though still handling secondhand coaches in quantity,



Frenzel's impressive display coach was visiting LAG's premises on the day of my visit.

Viewbond have gradually moved closer to conventional dealing by taking on first an M.A.N. franchise and more recently the sole UK distributorship for Van Rooijen bodywork, selling a number of the latter despite my predictions to the contrary!

The move towards LAG is a bold one for Viewbond, and the choice of a small dealer is an interesting strategic move on the part of the Belgian bodybuilder. The LAG Galaxy has done fairly well in Britain since the product first appeared in 1982, with 34 being sold in the first 12 months — however, sales have slipped as the British market has become increasingly competitive, and the new dealer/manufacturer agreement will result in a complete change in the way the product is marketed, with an emphasis on offering operators a high degree of flexibility with regard to internal specification.

Viewbond Managing Director John Cole explained. 'We intend to build to our customers' specific requirements rather than building for stock. We will not be selling the cheapest product on the market — indeed, we will not be able to compete with the major dealers purely in terms of price — but we will offer a range of bodywork and integral coaches built to particularly high standards, with the operator able to involve himself in the way the finished product will look. It is this form of personalised sales service, combined with effective back up, which has already made us successful with the



TOP: This Galaxy was being cleaned and checked prior to delivery.

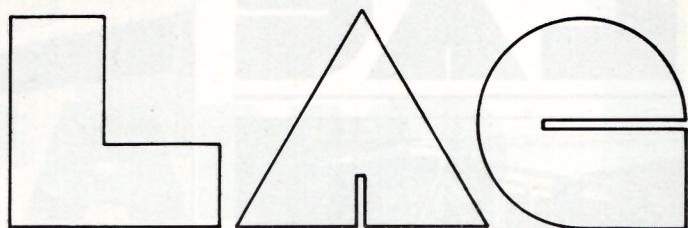
BOTTOM: This Panoramic is equipped with special bumpers and additional window exits for the safety-conscious American market.

Van Rooijen Odyssee, which we will continue to sell and service."

The LAG range is more comprehensive than is generally thought. The three-axle Tristar midicoach looked a little expensive when launched on the UK market in 1983, but in comparison to more recent market entrants, notably the Dennis Lancet and Iveco 315 turbo, little more than £40,000 nett for a fully equipped 27-seater doesn't seem so bad. The LAG has a low floor, full air suspension and a Mercedes engine, and with a service bus door and interior layout available, Viewbond have a particularly interesting post-deregulation product should the demand be there.

The vast majority of LAG products sold in Britain to date have been Galaxy bodies, produced on Volvo, DAF and Leyland chassis. Viewbond will be happy to provide the body on any suitable base which is available to them: they have already sold Van Rooijen bodywork on both DAF and Volvo chassis.

Finally, LAG produce two full-size integrals which have sold in quantity in markets outside the UK. The Galaxy integral is virtually identical in appearance to conventionally-bodied Galaxy coaches, whilst the higher and more angular Galaxy Panoramic is, in my view, one of the most attractively proportioned high-floor designs currently on the market. Both integrals have a DAF 11.6 litre 280 bhp engine and the ZF S6-90 gearbox. Finally, LAG produce service



A Galaxy integral destined for the mainland European market.

bus bodies for Belgium, and three-axle integrals for the American market.

LAG is a substantial concern, employing around 600, but the vast majority of the factory is devoted to trailer and tanker production. The psv division, run by Tony Geusens, son of the firm's founder, employs around 90 and produces about 100 units annually. LAG's factory complex is situated in Bree, right on the Belgium-Holland border and within easy reach of both France and Germany. Holland is already an important export market, and with the recent appointment of Walter Den Oudsten to LAG's sales force efforts there will be intensified. Walter was formerly responsible for the Van Rooijen's factory, so is already used to working with both Viewbond and British coach operators; he will work closely with Tony Geusens and John Cole to ensure that customers' requirements are met quickly and effectively.

Shortage of time prevented me from spending very long on the shop floor looking at the quality and methods of construction, but what I did see was wholly satisfactory. Particular attention is paid to rustproofing, with sealant being applied to each individual weld as well as the complete jig-built body frame. The body looks as solid as the best European products; though production is on a much smaller scale than some, quality of

construction looks good and a small, flexible workforce gives the firm considerable flexibility.

It is a fact that there are few poorly constructed body designs now available

in Europe. Both large and small manufacturers have improved anti-corrosion processes and paint quality greatly in the last few years, though some completed vehicles are, perhaps, somewhat heavier than they need to be. For the future LAG intend to produce a new range of bodywork; the objective is not to improve the quality of the finished product, which is seen as quite satisfactory, but to reduce the time spent building each vehicle. Logically, this should mean fewer body parts and lighter overall weight.



The Tristar "City" could be of real interest following deregulation.



Three axle Panoramic integrals are produced for the American market.

LAG

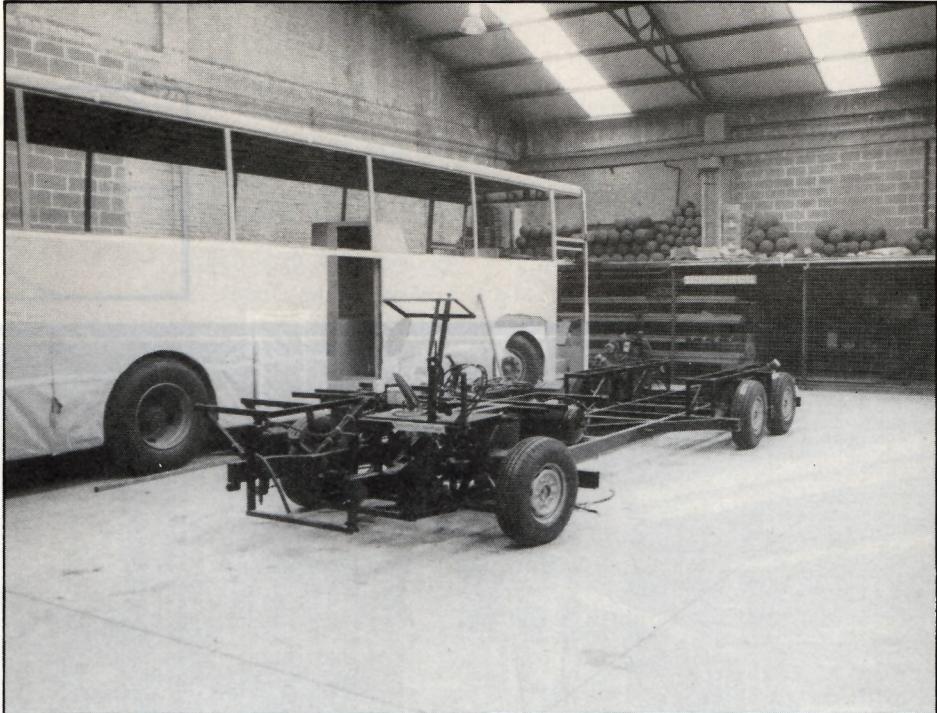


Low floor height and an access platform designed round the needs of the disabled makes the Tristar City an ideal small bus in many respects.

Viewbond have already sold their first LAG vehicle to a British operator — a Tristar midicoach has been sold to Mike Carter of Starcruiser, already a keen buyer of Van Rooijen bodywork through the Guildford dealer. Though John is not aiming LAG's product range specifically at the specialist operator, his keenness in ensuring that interior specification are completed to individual clients' specific requirements gives the company particular strength in that market.

Though prices have not yet been finalised, Viewbond are talking in terms of £75,000 nett for a Galaxy-bodied Volvo B10M complete with toilet and video equipment. Parts and warranty service will be handled by Viewbond at their Guildford offices, and the firm have their own UK service engineer available to deal with operators' problems either on the customers' own premises or at Viewbond's service depot.

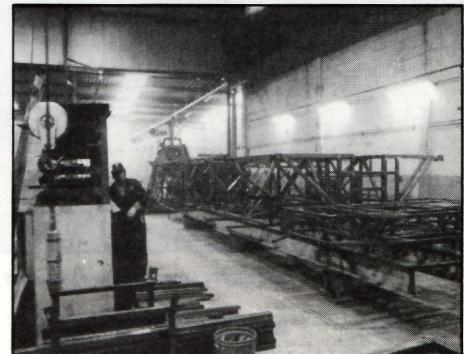
John Cole sees the DAF-powered



The Tristar underframe is produced by LAG.

Panoramic as a particularly exciting prospect for the UK market. The vehicle's overall height of 3.56 metres offers excellent potential for combining a high internal specification with good luggage capacity, and the back-up services available on the product through DAF Bus Aid make the vehicle ideal for use on the Continent as well as at home. Some 40% of LAG's total output is currently integrally constructed vehicles, but very few of these are sold in Britain — I suspect that John Cole sees considerable possibilities for selling the Panoramic in quantity.

However, Viewbond are concerned with quality rather than quantity. John told me that he sees a maximum of 30 new



Underframes in course of production.

vehicles a year being sold by Viewbond in the UK market, as this is as much as his organisation could handle at present. However, if demand is consistent for greater quantities of the LAG product range then arrangements would have to be made to cope with that demand. John emphasised that trade-ins will be accepted willingly on any LAG vehicle sold; he sees the secondhand market in 1985/86 as much stronger than for many years and is constantly short of quality stock, with late model heavyweights particularly difficult to locate. The high prices realised at the recent Pangbourne Coaches and Continental Pioneer auctions are seen by John as symptomatic of the shortage of good — or even average — rolling stock.

For further details of the LAG product range, contact John Cole at Viewbond's Guildford offices, tel (0483) 573201.

Houston Ramm



The Tristar interior is spacious and comfortably equipped.



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Below and Bottom of Page:

This AEC is an example of a Holmeswood re-body which has given remarkable service. The original body is Duple Donnington.



LEYLAND Leyland

Holmeswood Coaches

LEYLAND Leyland

An operator running a fleet of British Leyland vehicles within ten miles of Leyland's factory in Lancashire is not a particularly surprising situation. However, Holmeswood Coaches' fleet is unusual as it is a collection of thoroughly hybrid vehicles. Based in the village of Holmeswood, near Rufford, beyond the northern boundaries of the Merseyside conurbation, Leyland Leopards make up the backbone of the fleet, only one of them having been purchased new and that as long ago as May 1968.

Apart from the new purchase only three of the eight Leopards in Holmeswood's pride carry local registration marks and two of these only identify when the

chassis were rebodied to Holmeswood's order. Ironically, both of these vehicles had what are now described as "cherished plates" but in the late seventies the re-registration to pre-1963 era marks had not become the vogue, and operators were still seeking the latest suffix letter to update a rebuilt coach. In keeping with contemporary practice Holmeswood have recently transferred the timeless style mark that originated on an Edinburgh Bedford VAS to a 12 metre Leopard which had been new to Rennies of Dunfermline in 1972.

Re-registration is only part of the updating process undertaken at Rufford by a small team of staff led by Francis Aspinall. Apart from rebuilding front ends and various re-seating schemes, he has masterminded six rebodying projects, five of which are still operational in the current fleet. Undoubtedly the most ambitious was the transfer of a 1976 ECW body onto a 1965 Leopard chassis after the removal of the

original Duple Commander body. This task was carried out entirely on their own premises. With the aid of fork lift trucks and large jacks the old body was carefully separated from the chassis in 12 working hours.

The ECW body was one of a pair which were sold by Greater Manchester P.T.E. to Martins of Middlewich after the Leyland Leopard chassis from which they were removed were sent to Duple at Blackpool for rebodying. As regular Martin's customers since the fleet became heavyweight biased, Holmeswood soon saw the bodies and had them delivered on trailers to their premises. The best of the two is now a regular workhorse on schools and contract work having been mounted on a Leopard chassis that was new to Midland Red.

Other Leopards have been purchased specifically to rebodystyle. The first was previously with United Counties having been new to Birch Bros fitted with dual



Above: This 1968 Leyland Leopard/Plaxton has been operated by Holmeswood since new.

Below: The 'T' registration disguised a 1972 Leopard chassis with 1979 Plaxton body.



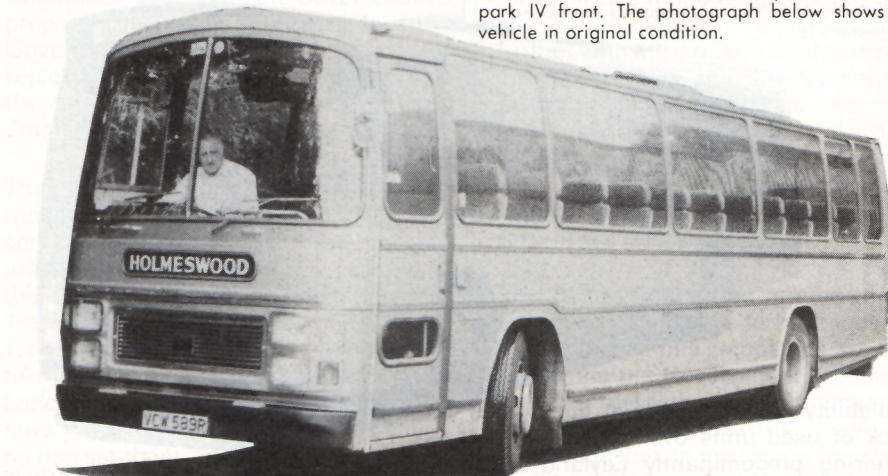
purpose Park Royal coachwork. Another arrived with the original Plaxton Panorama I body partially stripped of panels and glazing as the previous owner had abandoned his own rebodying project. As with all Holmeswood rebodying projects the complete body was then removed from the chassis. Before despatching the liberated chassis to Scarborough Francis Aspinall fitted semi-automatic transmission, a two speed rear axle, a spring loaded hand brake system and power steering to completely update the vehicle to modern standards.

Another scheme involved an ex NBC vehicle which had been delivered new to Preston based Ribble Motor Services. Attempts to re-register the 1967 chassis to accord with the 1981 body were thwarted but at least the registration index is from the same area of Lancashire. Less well informed local passengers may think the coach has always been in the Holmeswood stable.

The pioneer rebodying exercise was executed on an AEC Reliance 470 dating from 1955. Its Roe Dalesman body was replaced with a Plaxton Panorama design in 1966.

The next vehicle to be treated, a 1960 AEC Reliance 460 Duple Donnington, was typical of the vehicle purchased in that it had a sound chassis but a well worn body having been employed by Wimpeys, the contractors. After chassis refurbishment it received new Plaxton coachwork early in 1973, and is still part of the current fleet.

With an existing line up of coaches with fascinating pedigrees, any new delivery had a tradition to uphold. Serious consideration was given to buying a Volvo for 1984 until Leyland Vehicles came up with a trump card. The prototype Leyland Tiger test bed chassis, built in 1979, was made available and although fitted with numerous non-standard features which would have given some operators serious misgivings, it was tailor made for Holmeswoods! Fitted with the 218 bhp engine, it had an Eaton rear axle, a Telma retarder mounted on the gearbox and an exhaust brake to doubly ensure sufficient stopping power. The riding quality of the Tiger is enhanced by leaf springs at the front with air suspension to the rear. The double glazed



Plaxton Paramount body has a power operated door, is fitted with 49 'E' type seats and Webasto oil fired heating; yet despite the weight of the extras has returned 12 mpg since "new" in June 1984. The chassis had originally been fitted with an East Lancs bus body shell whilst Leyland were using it as a test vehicle which, because of its austerity, was known as "the shed".

The latest piece of Holmeswood engineering wizardry has involved a Bristol LHL, purchased when the vehicles belonging to the Prospect Group of Lye were auctioned. The vehicle had a sound Plaxton Supreme body with good seating but the Leyland 401 engine was defective, involving a tow home. Because of the reliability of the Leyland 0600 units employed in vehicles already operated it was decided to upgrade the LHL to Leopard specification, complete with pneumo-cyclic gearbox.

Allegiance to the local product may well continue as 24 hour access to the Chorley spares depot is available in emergencies. Normally components are purchased through main dealers Gilbraiths of Botany Bay, Chorley or Woodwards of Formby, as they give better discount facilities than those available when direct buying, although these distributors are only able to offer a normal working day service to a seven day per week, 24 hour per day industry. Fortunately Leyland "bridge the gap" to ensure that Holmeswood's pack of big cats are always ready to spring into action. To partially increase the spares

Below and Bottom of page:
93 FXD was fitted with a new Plaxton Supreme body in 1977, which was later modified by the addition of a park IV front. The photograph below shows the vehicle in original condition.



Above: This ex National Bristol RE/Plaxton is still operated on contract work.

Below: This 1972 Leyland Leopard 57 seater has a supreme IV front, Elite body and a personalised registration.



This Bristol LHS/Plaxton was acquired when just one year old, in 1983.



The chassis under this 1984 Paramount body is a 1979 prototype Tiger unit.



Below and Bottom of page:
A particularly unusual re-body was the replacement of CHA 117C's Duple Commander body with a newer but secondhand ECW body acquired from Greater Manchester PTE.



on a Karrier 32A for Holmeswod early in 1954.

availability Francis has built up a good stock of used units over the years, by acquiring predominantly Leyland built vehicles at reasonable prices, stripping them of useful components, and reconditioning these ready for immediate use before selling the hulk for scrap.

The first Leylands bought were two former Southport Corporation Toton PD2 double deckers which ousted a pair of utility Daimlers originally acquired from the same source. In 1970 the schools and works contract commitments provided work for four double deckers which led to the acquisition of a quartet of ex Edinburgh PD2s. The high standard of mechanical maintainance and bodily maintenance of former Edinburgh vehicles meant that Holmeswood had no reservations about further vehicles from this source. Double deckers are no longer required but the last one operated was a former Edinburgh PD3.

The final double decker survived into recent enough times for Francis Aspinall's eldest son, Duncan, to obtain an all-groups PSV licence. He joined the company in June having completed an honours degree in managerial sciences at Bradford University. Duncan's younger twin brothers, Colin and Mark, both won scholarships and are studying automatic engineering at Loughborough University where they should acquire useful expertise that will benefit the company in the future. They both have their PSV licences too.

The business began in September 1947 when Harold Tunks, produce merchant and market gardener, diversified into coach operation with a contract to convey local children in the Rufford area to Ormskirk Secondary School. The vehicle was a petrol engined Reo Pullman with a dual entrance 25 seat coach body. This was joined by a second similar vehicle two months later. The first new vehicle was delivered in June 1949 when chassis were still scarce and the demand for popular models exceeded supply. However an Austin K4 became available and Bond of Wythenshaw near Manchester built a 29 seat body on it, as well as a similarly styled 31 seat body on a Perkins engined Seddon Mk IV which was completed eight months later. Hulls of Tarleton, a local firm unheard of outside Lancashire, built a 14 seat body

By the late fifties flirtations with the old, rare and unusual ceased with the purchase of a new AEC Reliance 470 with Duple Britannia centre door body. First licenced in February 1958 it is still owned and is stored under cover with a view to eventual restoration and presentation at vehicle rallies. In 1984 the firm entered the special Tiger in the Showbus event at Woburn and were pleasantly surprised when they compared it with the other exhibits. Although the Tiger gained no awards during its visit to the grounds of the stately Bedfordshire home, the party enjoyed presenting their prized coach to the public. The business is a closely-knit family concern with only five full-time staff employees, in which the management are all related to the founder, the late Harold Tunks, who regrettably passed away in December 1984. His widow, Brenda, now Managing Director and his daughter, Margaret, both hold PSV licences and drive regularly as well as performing numerous clerical duties. All the engineering aspects are the responsibility of Margaret's husband, Francis, who has been with the company for twenty five years.

Changes and developments have been considerable. In 1963 the produce business ceased, during the next decade a heated and insulated purpose-built garage was erected, and since 1968 Holmeswoods coaches have ventured abroad. Creativity is not limited to unusual vehicles, a self-built inspection ramp and a self designed and erected coach washing unit have been added to

the yard's facilities. The work output has increased manyfold, schools attendance contracts are now interworked with journeys to the local swimming baths and there is a long standing works contract. For many years a large factory at Tarleton has been served for numerous occupiers, and the premises are currently used by Hico who produce bean bags. Numerous worm shaped polystyrene pieces are swept out of the contract coaches weekly!

Local patronage is strong in Ormskirk, Southport and Liverpool with the 24 booking outlets for the extensive tours and excursion programmes taking an increasing number of bookings every year.

Extra seasonal work varies from occasional express service reliefs to



Above: This East Lancs bodied Leyland Panther was sold last year; it was the last service bus operated. Below: This Bristol LHL now has a Leyland 600 engine, and a Leopard semi-automatic gearbox and back axle.



special police work in connection with crowd control, sometimes involving call outs at short notice. Other unscheduled departures from the yard could be to answer a distress signal from another local operator. As Francis is on the committee of the Bus & Coach Council (N.W. Area) he has numerous friends and acquaintances in Lancashire. The smart green and bronze coaches are a credit to the area in which most of them were manufactured.

G. R. Mills



Response to Transport Committee Report Published

The Government has issued a White Paper in response to the Transport Select Committee's report on the Government's proposals for the bus industry. In it the Government repeat their reasons for rejecting franchising, and reject many of the other suggestions made in the Transport Committee's extensive report.

The White Paper claims that the only reason for not deregulating London's bus services was the fact that these had only just been reorganised in any case, with the establishment of London Regional Transport. "The Secretary of State for Transport has made it clear that it is his firm intention to extend deregulation to London once London Regional Transport have had time to achieve the objectives he has set them," says the report.

Despite the arguments which the Transport Committee offered concerning the benefits of the cross-subsidy system, the Government reiterated its conviction that "...the loss of cross-subsidy should be offset by the gains from the more effective use of direct subsidy for which the Transport Bill provides." However, the White Paper does concede that Sunday services will generally have to be bought by subsidising authorities. According to the Government, private operators have substantially lower costs than those within the public sector, and cites the recent Guildford-Cranleigh area study, which found "...that the average difference in unit costs between independent operators and the NBC companies was of the order of 20 per cent; and that the major factor underlying this was the higher number of staff per vehicle, and not earnings, which were comparable."

In the White Paper, the Government concludes that fares will not stabilise quickly following deregulation and "...does not believe that stability of fares is more important to the traveller than lower fares."

In response to the Select Committee's adverse comments relating to the Hereford Trial Area, the White Paper says that "...some of the features of the Hereford Trial Area will be much inhibited. No operator will have a protected market elsewhere, and all operators will be under the discipline that costs incurred will have to be recovered."

The co-ordination of education services with the bus service network is dealt with in the White Paper. The Government rejects the Select Committee's view that local authorities should be obliged to co-ordinate commercial public services with education services, but comments that "...local authorities will have the power under regulations which the Government intends to make when the Bill becomes law to negotiate certain minor changes to services without going out to tender; this could include educational concessions and minor alterations in services in order to serve education premises."

The Government does not believe that its proposals concerning concessionary fares passes militate against the use of passes. However, it will "...consider further with the industry local authorities and others how the development and introduction of electronic machinery might be assisted." The Government recognises the cost savings and benefits with regard to the provision of pass usage statistics that electronic pass control systems would have.

The Select Committee argued that the financial restrictions to be imposed on the municipal bus companies are unfair but, while the Government accepts that they are restrictive to some degree, the municipal companies have the advantage that, in the case of insolvency, creditors' claims would be met in full by the parent local authority. Additionally, the companies will have access to finance at local authority interest rates, which are substantially below those generally available to commercial concerns. The Government sees these advantages as a "reasonable exchange" for the restrictions which are proposed in the Bill.

Tyne and Wear is cited as a special case by the Select Committee report because of recent capital investment in the Metro urban railway system. The Government does not accept that the area should be exempted from the act's provisions. Fare and ticket co-ordination between bus and train services in Tyne and Wear is desirable, says the White Paper, but "...the best way of achieving this is through agreements freely entered into on a commercial basis between the PTE and bus operators, some of whose services will...be under contract to the PTE."

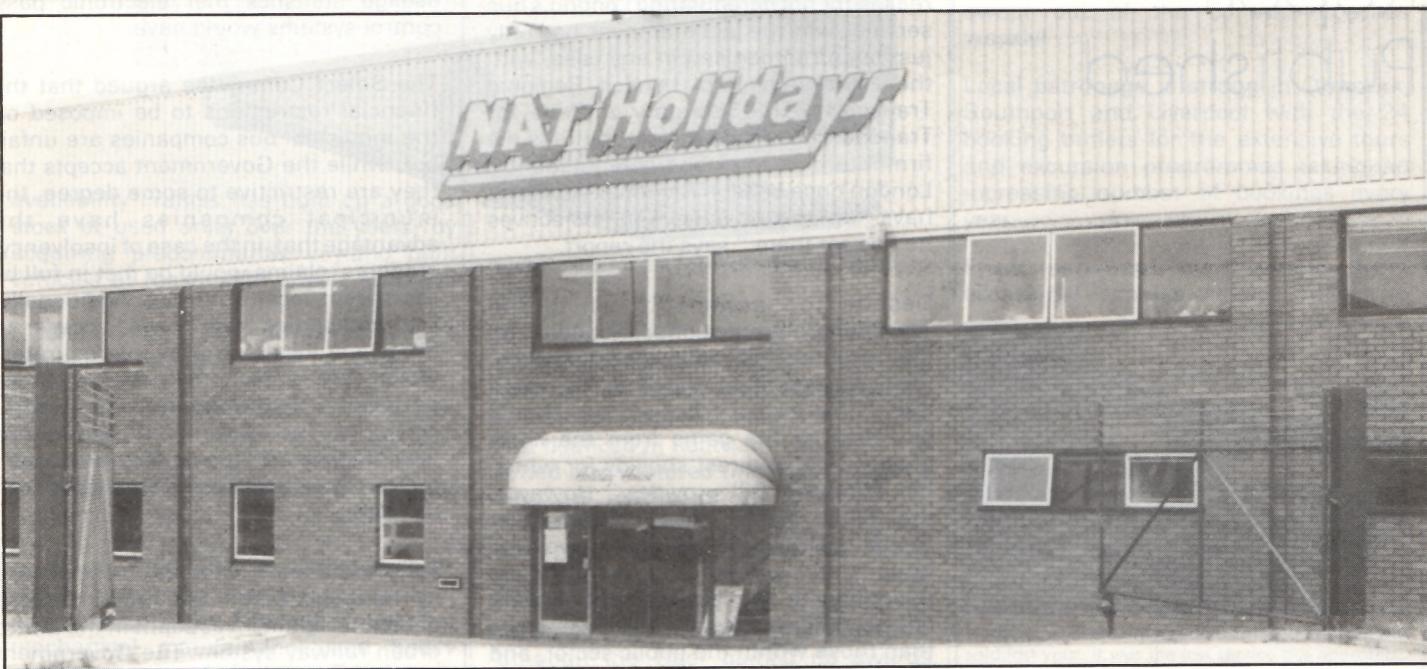
With regard to the break-up of NBC, the White Paper states that "...the precise pattern of disposal of the operating companies...will be a matter which will depend crucially on the willingness of purchasers to buy one or more of the operating subsidiaries." NBC has already been asked by the Government to consider ways of re-organising its operations, to allow fair competition with other sectors when deregulation takes place, and the White Paper implies that this reorganisation must be completed and working before the sale of NBC can be commenced. The Government will be "...concerned to ensure that competition with National Express services is not inhibited" when decided how to sell off the express service subsidiary.

"Buses: the Government's response to the second report of the House of Commons' Transport Committee, Session — 1984-85" is published by HMSO and is available from HMSO and authorised bookshops at £3.30.

Houston Ramm

REPORT

NAT Holidays, Domestic Road, Leeds.



Location and Premises

NAT's Offices in Leeds are on the same site as their garage in a mainly industrial area away from the city centre. As NAT sell through travel agents I would assume that there are few holiday buyer visitors at their offices. The building is large with a glass door and adjacent window enclosing a square reception hall. Above the door is a canopy decorated with the words "Holiday House" in NAT's colours and a large NAT Holidays Sign is mounted on the wall above it. There was one small notice on the glass door.

Rating — 7+

Presentation

The exteriors of the buildings were smart and clean, as was the reception hall interior. Inside there were a couple of seats separated by a large plant, an open plan staircase, a small brochure rack and two doors. One door, marked "Staff Only", was solid wood, the other with a large glass panel gave the office staff a view of anyone entering the building. I entered and approached the brochure rack whereupon a girl immediately came from the inner office, greeted me and asked if she could help me. Explaining I was looking for a holiday, she suggested I talk to a specialist and asked me to wait whilst she contacted one, leaving me to study their brochure. She went upstairs and re-appeared within a very short time to tell me someone would be down to talk

to me in a couple of minutes. A very friendly young lady appeared soon after this, asking me to sit down so that she could explain the holidays available. Thus far the experience was pleasant and considerable efficiency was shown.

Rating — 8+

Enquiry

"My family and I normally drive on to the Continent for our holidays but feel the coach could be an alternative. Can you give me any information regarding coach holidays."

Response

The young lady certainly knew her business. She clarified ages and number of children, type of resort, preference of accommodation, time of holiday and all other relevant details. She then went on to explain the merits of resorts in different countries pointing out the ones which would have particularly suited my requirements. She described the various types of accommodation, the coaches and what to expect during the journey. She appeared to know the resorts well enough to recommend the ones which would be most suitable and asked a number of questions regarding minor details. I frowned deliberately when she suggested camping but she immediately picked up my apprehension and described camp sites, the type of tents available and the way they were equipped. She had a pad on which she

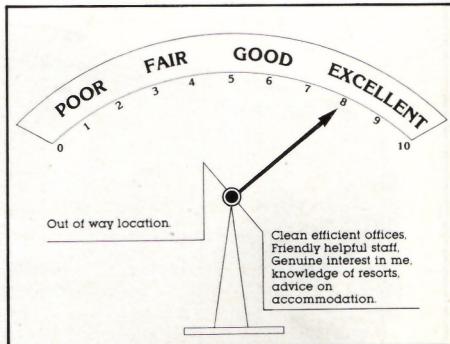
noted my requirements but unfortunately did not ask for my name and address.

Rating — 8+

Summary

I was impressed. This was not a holiday sales office yet the staff member I spoke to was knowledgeable and keen to please. As a customer I would have felt confident in booking with this company even to the extent of asking the young lady for her recommendation of resort and accepting it. NAT Holidays' normal selling techniques through travel agencies obviously works, as their range of holidays grows each year, but their own standards of presentation seemed extremely good. I would have liked the young lady to have asked for my name and address and I would have been delighted had she asked me to make even a provisional booking, in which case the rating given would have been close to maximum. Overall, very efficient and presentable. Well done NAT Holidays.

Overall Rating — 8+



STAFF and APPPOINTMENTS NEWS

C.B.E. For W.M.P.T.E. Director General

James Isaac, the Director General of West Midlands Passenger Transport Executive, has been made a Commander of the British Empire (CBE) in the Queen's Birthday Honours list.

Mr. Isaac was born in 1932 and became W.M.P.T.E.'s Director General in 1977 after a wide ranging career in the bus industry. He started as Assistant to the Traffic Manager of Aldershot and District Traction Co., in 1958, then moved to the West Indies for a spell of 3 years with Jamaica Omnibus Services, returning to join Midland Red as Deputy Traffic Manager. He then became Traffic Manager of North Western Road Car and

returned to Midland Red as Traffic Manager, joining WMPT as Director of Operations in 1973.

Mr. Isaac is a vice-president of the Bus and Coach Council, a member of the International Union of Public Transport and Chairman of its Commission on Transport Economics. He is a member of the Council of the Chartered Institute of Transport and a past president of the Omnibus Society.

New Panels to Advise on Drivers' Medical Problems

Lynda Chalker, Minister of State for Transport, has announced the appointment of new medical panels to advise on licences for drivers with diabetes and heart conditions.

The main points contained in a Parliamentary Answer from Mrs. Chalker to a question from Mr. Max Madden MP (Bradford West) were that arrangements for checking on the fitness of heavy goods and public service vehicle drivers have been considerably tightened up over the last few years, new medical panels have been appointed to advise on licences for drivers with diabetes and heart conditions, and the government is investigating employer/employee procedures to deal with help for drivers who have to give up driving early on health grounds.

Mrs. Chalker was giving the Government's conclusions on the recommendations of the Working Party on Medical Standards for HGV and PSV drivers.

Obituary

Walter Alexander & Co. (Coachbuilders) Ltd., sadly announce the sudden death of Don Smith, the company's Sales Manager for the past three years.

Secretary of the Scottish Transport Golfing Society, Mr. Smith, 49, collapsed and died during a society match at the Pollock Golf Club in Glasgow on Wednesday, 26th June. Prior to joining Alexanders he was Sales Manager of the Bus Division of Marshalls of Cambridge.

Coachmart join his colleagues in expressing their deepest regrets to his family and friends.

TECHNICAL and EQUIPMENT NEWS

Engineering Study at Dartford Tunnel

The Government is to commission a full engineering feasibility study for the provision of additional capacity for traffic crossing the Thames at Dartford, reported Minister of State for Transport, Lynda Chalker, in reply to a Parliamentary question from Harvey Proctor MP (Billericay). Mrs. Chalker said, "I am aware of the vital importance of the Dartford Tunnel in relation to the M25 and the local economies of Kent and Essex. For these reasons grants of some £21 m have already been made to the Kent and Essex County Councils for improvements to the approach roads and toll plazas so that toll collection does not lead to queues. For the longer term, we

must ensure adequate tunnel capacity. In January this year I commissioned consultants to carry out a study of future traffic projections for the tunnel. Their report was received recently and I accept their conclusions and recommendations. In summary, the tunnel is likely to be at the limit of its capacity by the mid-1990s and an engineering study should be carried out to determine the best method of providing additional crossing capacity at Dartford. After consultation with Kent and Essex County Councils, who have joint responsibility for the existing tunnel, I have decided to commission an engineering study, to report as soon as practicable. Any commitment to construction of additional crossing capacity will depend on a sound economic case based on sustained future traffic growth."

The Dartford crossing currently consists of two dual lane bored tunnels carrying the A282 under the Thames and forming the link between the Essex and Kent sections of the M25. Since the opening of these sections traffic has grown rapidly, and it is in response to this growth that the traffic study was commissioned in January. The engineering study will be carried out under the guidance of a steering committee comprised of officials of the Department of Transport and the Kent and Essex Dartford Tunnel Joint Committee. It will consider all the options available for providing additional traffic capacity and take up to eighteen months to complete.

Wide Angle Rear View Lens

Centeyun Ltd., the Northamptonshire based manufacturer and importer of caravan and car accessories, have introduced an improved version of their wide angle rear window lens. Said to be suitable for use on coaches, the lens eliminates the highly dangerous blind spot right behind the vehicle.

The Centeyun lens is fitted against the inside of the rear window of any vehicle. Complete fitting instructions are provided with each lens. Further information is available from Centeyun Ltd., The Stocks, Cosgrove, near Milton Keynes MK19 7JE. Telephone: (0908) 564024.

1986

The Year of the SB?

Some months ago there was a report in this magazine on a number of ex-WD vehicles that might have been suitable for PSV use. The vehicles concerned were basically the once familiar Bedford SB and VAS, carrying rather spartan bodies to the requirements of the military departments they had worked for. I remember thinking at the time that surely it was not seriously being suggested that such vehicles might be the sort of thing operators would wish to use in the wonderful new era of opportunity that is about to open up before them. After all, we are all now so used to seeing Neoplans, Setras and the like trundling about on school contracts and works services that the thought of introducing anything so crude as a Bedford SB into the fleet is surely beyond the bounds of possibility.

I remember the SB with some affection, since I first passed my PSV driving test with one. It was, originally, an SB3 (petrol engined) which had been fitted with a Bedford 330 diesel engine (thus becoming an SB1) and had the elegant Duple Vega coachwork which was common on this chassis at the time. The gearbox was a 4-speed syncromesh, and the brakes were vacuum assisted hydraulic. It was a top gear machine, albeit not very fast, and although a hefty push was needed on the brake pedal to slow progress it was easy to drive and, more important, easy to place on the narrow lanes (often only inches wider than the coach) on which it operated.

Altogether we had three SB1s, one SB8 and two newer SB5s. Two of the earlier SBs had Duple Vega bodies; the SB8 however, had quarter lights in the roof coving panels and string luggage racks and was much lighter inside. It also had a Leyland 350 engine coupled to an Albion 5-speed constant-mesh gearbox, hence the SB8 coding. On tick-over it had that characteristic Leyland whistle, and was great fun to drive. It certainly taught me how to change gear! The other two SB1s had Yeates bodies with driver operated doors by means of mechanical linkage, and were built like tanks. Both had 4-speed gearboxes and again one had been an SB3. The two SB5s were not only different in specification but also in character. Being SB5s, they had 330 engines, air assisted hydraulic brakes, and 5-speed gearboxes with a so-called "chinese" pattern to the change. Both had Duple Bella Vega bodies which, although quite attractive, lacked the elegance of the earlier model. They were less pleasant to drive on local work as the gear ratios always seemed wrong, but on longer journeys, particularly motorways, they came into their own and could really fly.

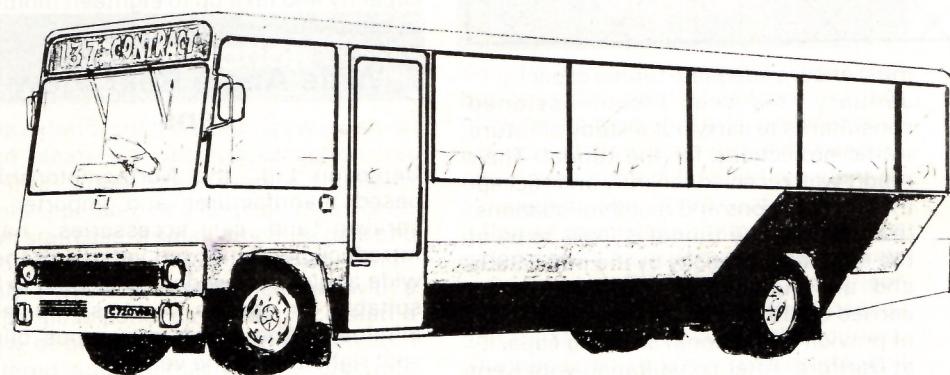
Looking back on those SBs and remembering the vehicles which replaced them, I realise that for the operating terrain and the sort of work undertaken they were unbeatable. Such a simple chassis was easy to maintain; indeed our local vehicle examiner used to say that if you cannot maintain an SB you should not be running buses at all. Their idiosyncracies were few, they were very economical on fuel, and they were popular with passengers. The phrase "user-friendly" had not then been invented, but the Bedford SB was certainly a "user friendly" bus in rural districts throughout the British Isles. I remember one elderly lady passenger who was a regular traveller on our market-day service who had always sat in the seat beside the driver and would turn anyone rash enough to sit in it out on their ear. She never forgave us for replacing the last SB.

It is, of course, still a catalogue model. I have no idea whatsoever if the turbocharged version of the 330 engine is as reliable as the original, or if it is needed in such a chassis. I do know that the concoction of spaghetti which allows the gearlever to protrude from the front of the engine cover is no improvement whatsoever. "Proper" SBs have a gearlever which sprouts from the floor level with the driving seat backrest and then angles forward to end up level with the driver's left thigh. On the 4-speed box this was more comfortable than it sounds, but on the "Chinese" box with an often stiff and notchy change it left you suffering from Bedford Shoulder (an occupational hazard somewhat akin to Daimler Knee). Also the "laid-back" steering wheel seems to be much in vogue nowadays.

I am therefore more inclined to consider seriously the SB as a bus of the future, so far as rural services are concerned. For such operations, if they survive at all, a simple, reliable and economical vehicle will be needed. I know all about minibuses and midibuses, thank you, and I have lost count of the hundreds (or is it thousands?) of the pesky little things that NBC is running, but the beauty of the SB is that it is the only proper bus that fills the gap between the midis and full size vehicles and, although a lightweight, it is fully up to the job.

Ex-WD vehicles are not a practical proposition, as any DTp Certifying Officer will tell you. What is needed is something new, preferably cheap to repair and practical. With that in mind I present you with Privateer's rural bus for the nineties. I am sure that Ray Stenning can improve the appearance of the impact-resistant front (my brain refuses to think beyond relating an air-intake to slats at the moment). By the way, if any coachbuilder is looking for a consultant I am open to offers...

"Privateer"



CHASSIS:

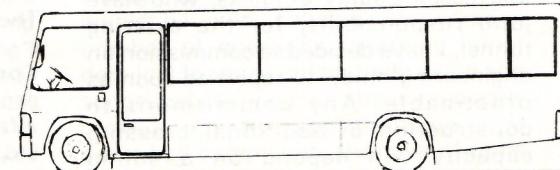
Bedford SB (NJM 2BZ0)

ENGINE:

5.4/105TD Red Series Diesel

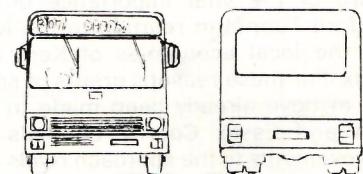
GEARBOX:

Bedford 4-speed/Eaton 5-speed

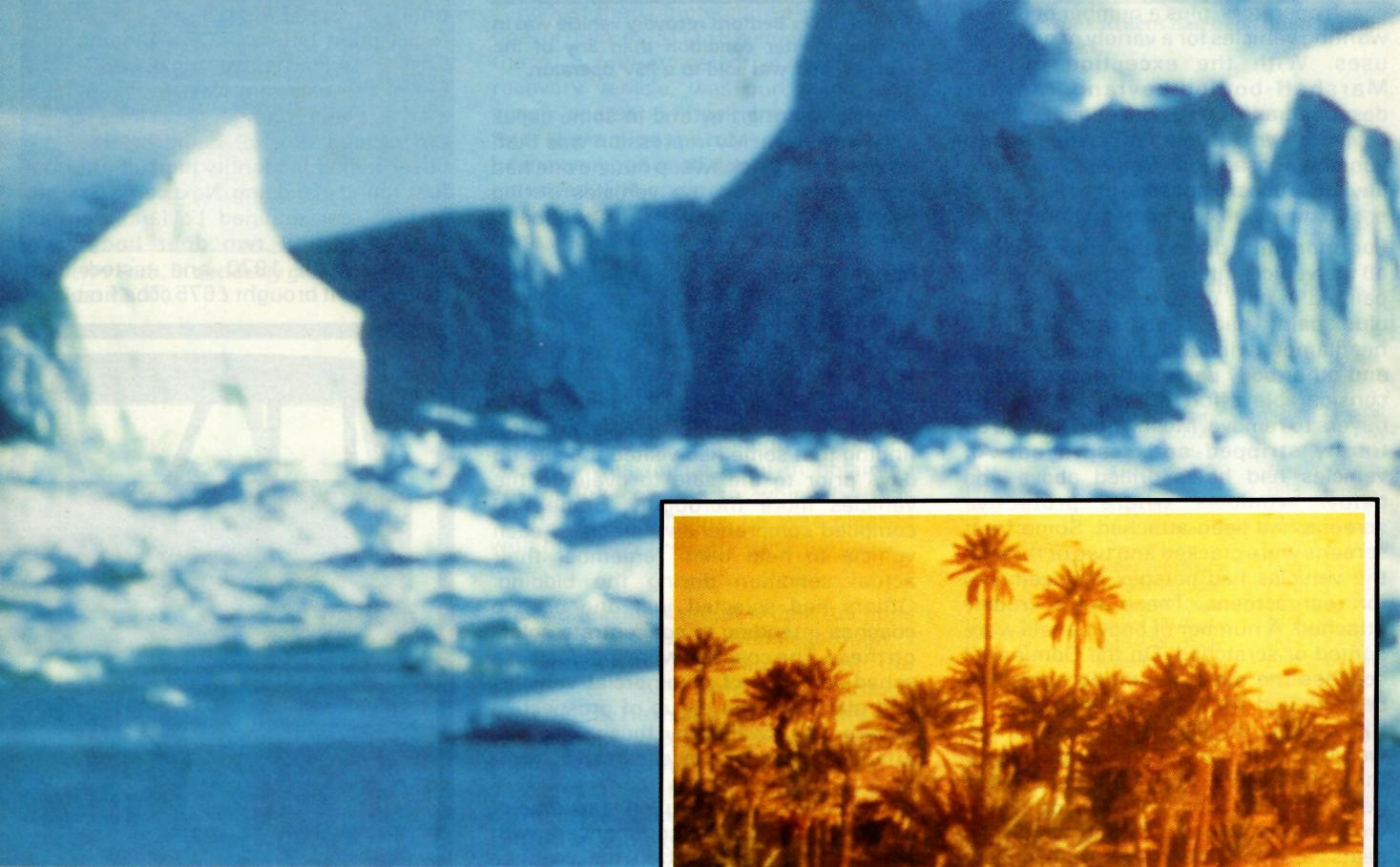


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Monday, 8th July, Central Motor Auctions, Maltby, Middlesbrough, was the date and venue for a sale of coaches which had been used to transport working miners' to their pits during the year long miners strike which ended just a few months ago. Central Motor Auctions frequently offer coaches for sale but seldom in such quantity; 23 were included on this occasion.

Turnout was quite good with buyers representing dealers, dismantlers and coach operators, plus a number of others wanting vehicles for a variety of non-PSV uses. With the exception of one Marshall-bodied Leyland Panther described as a Leyland National, all the coaches were Duple or Plaxton bodied vehicles based on Bedford, Ford or Leyland Leopard chassis.

For anonymity during the miners' strike all the vehicle interiors had been roughly painted in blue up to window level. The blue paint had been splashed onto headlamps, windows, bumpers, grilles, and other body parts and would require considerable effort on the part of the buyers to remove. Most would have to be totally stripped and resprayed. All vehicles had holes drilled above and below windows where protective screens had been attached. Some front screens were cracked and two or three of the vehicles had perspex replacements for rear screens. These were crudely attached. A number of body panels were dented or scratched. On the Dominant I coaches the mesh mounting holes had been drilled through the wide chrome trims below the saloon windows, these would have to be changed completely by the purchasers. The interiors were generally dirty and uncared for. There were one or two coaches in which the seats were fairly clean and bright, but the



This ex-forces Bedford recovery vehicle was in infinitely better condition than any of the coaches, and was sold to a PSV operator.

majority were grimy and in some cases very well worn. My impression was that, apart from a quick sweep out, no one had bothered to clean the vehicles during their term of service with the Coal Board.

Prior to the commencement of the auction there was a great deal of activity around the coaches as potential buyers examined each vehicle to determine which could be brought back to a more presentable state most economically. I spoke to a number of people present, finding that some had visited the site on days prior to the sale to evaluate the vehicles more thoroughly. Some had compiled comprehensive precis of each vehicle to help them remember their actual condition during the bidding. Others had selected just one or two coaches intending to concentrate solely on these. The coaches were included in a scheduled sale of commercial vehicles and plant and the group of prospective buyers was swelled by those who had attended to bid for these.

Shortly after the scheduled start time of 11.00 am the sale commenced with commercial vehicles then the coaches



Prospective buyers examine the line up of ex NCB vehicles.

coming under the hammer. The bidding was conducted in the vehicle compound with auctioneer, Mr. George Gamesby, moving from coach to coach rather than driving each one through the main building. On the sale day none of the engines were started and buyers had to take a chance on mechanical condition, although anything which would not drive was declared a non-runner.

First to be auctioned was a 1973 Bedford YRT Duple Dominant with class 5 MOT until January 1986, bearing the very apt registration letters "LOT". Bidding was brisk and ended with a sum of £850 at the fall of the hammer. Next to it a similar model a year younger brought £750 at the second time of being offered, the buyer failing to identify himself after the first round of bidding. Next came a rather scruffy rear engined Leyland Panther with Marshall two door bodywork. Registered in 1970 and tested until November it brought £675. The first Ford



offered, registered in 1974 and with a Plaxton body, reached £610. It was PSV tested but its certificate had expired in May. Other Ford and Bedford based coaches of similar ages brought prices around these figures, but the Leopards did a little better. An "L" registered Dominant Leopard with MOT until November quickly reached £1,350 whilst a Plaxton bodied model of 1971 and with an expired MOT achieved only £50 less. Later another Plaxton Leopard, first registered in 1972 and tested until the end of November reached £1,525. Bids on 75/76 Fords and Bedfords were a little higher than on earlier registered vehicles. A 1975 Dominant YRT brought £1,000 and a 1976 Bedford Dominant £1,250, whilst the highest priced coach in the sale was a "T" registration Ford tested until December which sold for exactly £3,000. The lowest price was paid for a 1971 Ford based Plaxton: tested until November, it made just £570.



This 1979 Ford, in decidedly grubby condition, realised £3,000.



All the prices were plus VAT and indemnity fees levied by C.M.A.

Many of the sales were provisional or conditional and had to be accepted by the vendors if reserve prices were not reached. Checking with George Gamesby later in the day I was assured that the prices reached as the hammer fell stood. The coach sale receipts totalled £23,465 for the 23 vehicles entered.

Amongst the commercial vehicles were one of two ex M.O.D. vehicles. One of these, a four wheel drive Bedford RL recovery vehicle, was purchased by a coach operator. I took the opportunity later to examine the truck and found it to be in very good condition and extensively equipped. The engine looked either new or reconditioned with many new components fitted, tyres were all brand new and there was only superficial body damage. The recovery equipment consisted of elevating jib crane with telescopic boom, front and rear winches, tow poles, hitching bars, shackles, pulleys, eyebolts and numerous other pieces of equipment all stowed in the vehicle's lockers. Although the coach operator was unsuccessful in obtaining any of the coaches in which he was interested, I feel sure he was pleased with his heavy recovery truck purchase.

Prior to leaving Central Motor Auctions premises, at Maltby, Middlesbrough, I asked George Gamesby about the number of PSV's which pass through their hands. He explained that buses and coaches are included in their regular commercial vehicle sales but rarely in such quantities. He said they were held contracts with certain organisations to sell their vehicles for them and when PSV's were available they were advertised along with the other commercial vehicles entered for the sale. Being so many PSV on this day they had been advertised separately.

Later in the afternoon some of the



Auctioneer Gamesby sells another of the many coaches at the auction.



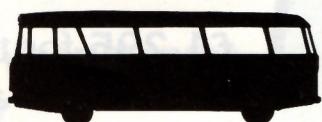
Crude perspex screens had been fitted to some of the coaches.

coaches began to depart, either driven on trade plates or towed by recovery vehicles to their new respective owners. Some will be broken for spares, some will be reconditioned for resale or run by the purchasers.

The complete list of coaches and prices is as follows:

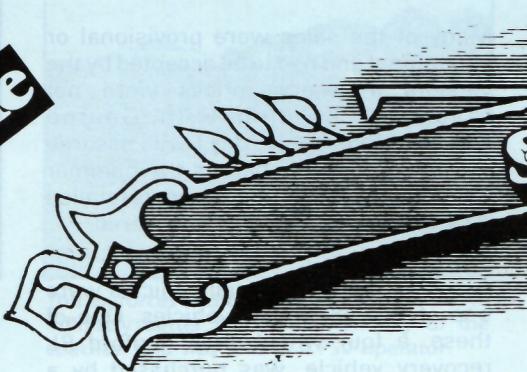
Reg Year Suffix	Chassis/Body	Price	MOT Class
1970 "L"	Leyland Panther/Marshall Bus	£675	Y
1971 "J"	Leopard/Plaxton	£600	—
1971 "J"	Leopard/Plaxton	£1300	(PSV)
1972 "K"	Leopard/Plaxton	£1525	Y (PSV)
1973 "L"	Leopard/Duple	£1350	Y (PSV)
1971 "J"	Ford/Plaxton	£570	Y (PSV)
1974 "M"	Ford/Plaxton	£610	— (PSV)
1975 "N"	Ford/Plaxton	£725	— (PSV)
1976 "P"	Ford/Plaxton	£1700	Y (PSV)
1978 "T"	Ford/Plaxton	£3000	Y (PSV)
1971 "J"	Bedford YRD/Plaxton	£650	Y (5)
1973 "L"	Bedford YRT/Duple	£850	Y (5)
1973 "L"	Bedford YRT/Duple	£660	— (PSV)
1973 "L"	Bedford YRT/Duple	£670	Y
1973 "M"	Bedford YRT/Duple	£625	Y (PSV)
1974 "M"	Bedford YRT/Duple	£750	Y (5)
1974 "N"	Bedford/Plaxton (Express)	£930	—
1975 "N"	Bedford YRT/Plaxton	£725	Y (5)
1975 "N"	Bedford YRT/Plaxton	£875	Y (5)
1975 "N"	Bedford YRT/Duple	£975	Y (PSV)
1975 "N"	Bedford YRT/Duple	£1000	Y (PSV)
1976 "P"	Bedford YMT/Duple	£1250	Y
1976 "P"	Bedford YMT/Plaxton	£1450	— (PSV)

Ray Pearson



This Marshall Camair-bodied Panther would be unlikely to see further PSV service.

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Duple**



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*(Your part exchanges may provide more
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payments.)*



TOURISM and TOUR OPERATION NEWS

Editorial Consultant: Chris Martins (09016) 230

Opinion

Is there an opportunity, do you think, for coach operators to package visits to cinemas during British Film Year?

Something of a revolution is reversing the post-war downward trend in cinema-going, and in some places audiences in 1985 are 100% up on 12 months ago.

Possibly better films are a factor, so was the wet start to the Summer, but all too clearly the industry has at last got its act together.

For example, cinemas now work jointly to promote the *idea* of going to the movies, their marketing is highly targeted, and new initiatives calculated to attract people include credit card booking, non-smoking cinemas and telephone reservations.

On top of that, in the more depressed areas of the country, seat prices have been cut by as much as 50%.

To fill coaches, a 2-hour cinema show might have to be packaged along with shopping, an attraction, or even the chance to visit places associated with films (for example, "Last of the Summer Wine" country, in West Yorkshire).

But with all box office records being broken, and the film industry currently on a high, perhaps it's time that coach operators made their entrance...

Christmas at Best Western

Out of 180 hotels in the Best Western consortium, 136 will be offering special Christmas Breaks, and 64 are promoting New Year holidays.

A full list is available from The Christmas Desk, c/o Best Western Hotels, 26 Kew Road, Richmond, Surrey. Telephone: 01-940 7566, and examples of what is being offered are as follows:

Blackpool, Warwick Hotel: Modern sea-front hotel offering a fun-packed programme of entertainment with bingo, swimming gala and six course dinner dance with cabaret every night.

Croydon, Selsdon Park Hotel: This historic country house's programme includes a golf competition on its own golf course, pogo pogo games, King Kong children's party, "Is it Bingo?", pantomime, Beachcomber Ball, plus a swimming gala in the newly opened Tropical Leisure complex.

Glasgow, Kelvin Park Lorne Hotel: Programme includes whisky tasting, a boat trip on Loch Lomond and the option for several excursions.

Hythe, Imperial Hotel: The hotel boasts extensive leisure and sports facilities, and these feature in the Christmas

programme. Other diversions include bingo, children's party, competitions and dancing.

Ilfracombe, Lee Bay Hotel: This luxurious hotel offers a bumper programme of feature films, treasure hunts, table tennis competitions, candlelit dinners, fancy dress evening and daily Devonshire cream teas.

Llandrindod Wells, Metropole Hotel: Entertainment throughout the holiday with treasure hunt, fancy dress ball and visiting comedy magician.

Sutton Coldfield, Moor Hall Hotel: Christmas with a difference — enjoy four full days playing bridge with internationals like Tony Sowter, Terence Reece and Joe Amesbury. The hotel is offering a trophy to the winner.

Son et Lumiere in Whitehall

"The Heart of the Nation", a son et lumiere production described as a "spectacle of history played out amongst the ghosts of Whitehall", takes place from 13th August to 14th September (except Sundays).

It will be staged in Horse Guards Parade,

London SW1, and among the voices featured are those of John Gielgud, Keith Michell and Prunella Scales.

Seats, under cover, are £6.00 and £5.00, and there are special rates for parties of 10 or more. Limited coach parking facilities.

More information: "The Heart of the Nation", 27 Queen Anne's Gate, London SW1H 9BZ. Group Sales Box Office 01-930 6123.

Eagles Fly at Leighton

Free flying eagles and falcons which come (safely) close enough to visitors to allow photography, are a feature each afternoon at Leighton Hall, Carnforth in Lancashire.

The house is the home of the Gillow family (now Reynolds) and contains examples of early Gillow furniture, as well as collections of clocks and objets d'art. Wherever possible, visitors are taken around the house by a member of the family.

Other attractions are the gardens and woodland walk, and an antique 12' long dolls' house in which there are 1200 antique fittings.

Open until September, 2—5 pm, except Monday and Saturday, with parties also at other times by appointment.

More information: Leighton Hall, Carnforth, Lancashire. Telephone: (0524) 701353.

Brighton's New Shopping Festival for 1986

A major new early season attraction, the Brighton Shopping Festival, will take place between mid-January and mid-February next year. The Festival will follow the January sales, and will have a "spring preview" flavour.

The event will feature very early in the British Tourist Authority's 1986



campaign, "Operation Off Peak", and a decision to go ahead has been taken by representatives of the town's hoteliers, Chamber of Commerce and Trade, and tourist officials.

More information: Don Waterman, Director of Resort Services, Borough of Brighton, Marlborough House, 54 Old Steine, Brighton BN1 1EQ. Telephone: (0273) 29810, extension 340.

Rail Riders World at York

Not new, but certainly popular is the 2000 sq.ft. "Rail Riders World" at York Station, described as "the best model railway in the world".

The entire BR network is represented with Inter City 125s, modern diesels, freight trains and occasionally the Orient Express and the Royal Train. Hundreds of buildings, nearly 5500 miniature trees, 2000 tiny lights, and more than 2500 miniature people and animals are included.

Open daily, 10 am — 6 pm.

More information: Telephone (0904) 30169.

Attractions of East Sussex

"Top Attractions of East Sussex" is a new colour guide listing 19 places of interest in the county, ranging from the Royal Pavilion in Brighton, to Battle Abbey and Bodiam castle.

A map and a photograph with a description of each attraction (including opening times) is given.

Among the other highlights are Drusilla's Zoo, Sussex Shire Horses, the Blue Bell Railway and Brighton Marina.

Copy from the Brighton Information Centre, telephone (0273) 23755, or the Eastbourne Information Centre, telephone (0323) 27474.

Guide to Captain Cook Country

"Cook Country", which stretches south from the River Tees to Whitby and includes a large part of the North York Moors National Park, is featured in a colour leaflet published by the **Captain Cook Tourism Association**. It includes a map and full descriptions. The main places of interest on the Cook Heritage Trail are:

- ★ The Birthplace Museum at Marton
- ★ The site of the Cook family cottage, Great Ayton
- ★ Cook Monument, Easby Moor
- ★ The village of Staithes, where he was first employed in a local merchant's shop
- ★ Whitby, where Cook became a mariner

Copies obtainable c/o The Information Office, PO Box 99A, Middlesbrough, Cleveland TS1 2QQ.

Northumberland Museums Trail



A guide to museums, castles, country houses, art galleries and other educational attractions in the North East has been published, entitled "The Northumberland Museums Trail". Over 60 places of interest are listed.

A description, address and telephone number and also opening times are given in each case, and a detailed map is included.



Copy from Mid-Northumberland Arts Group, Leisure and Publicity Department, Town Hall, Ashington NE63 8RX.

Bettys Cafe Tea Rooms

Bettys Cafe Tea Rooms in Yorkshire, described on "Women's Hour" as "the very essence of Englishness", are ideal for anyone wishing to show off England at its very best.

Stylish and polished, full of atmosphere and character, there is a Bettys in some of the loveliest spots in Yorkshire: York; Harrogate; Wharfedale (Ilkley) and Herriot Country (Northallerton).

A visit to Bettys can include a cream tea; Yorkshire specialities; spicy teacakes and toasts; rich fruit cakes with Wensleydale cheese, and Bettys shop sells scones, cakes, biscuits, preserves, handmade

chocolates and over 50 exotic teas and rare coffees.

More information: Bettys Cafe Tea Rooms, 1 Parliament Street, Harrogate, North Yorkshire HG1 2QU. Telephone: (0423) 504073.

Key Hotels, Torquay

Key Hotels in Torquay are a group of individually owned hotels which will offer all-year-round facilities for party and individual bookings.

The group covers resorts and inland centres.

More information: Key Hotels, Carton Hotel, Falkland Road, Torquay, Devon. Telephone: (0803) 27666.

Great British Spas

A new Coach Operators' Manual is available from the British Spas Federation detailing all the facilities and attractions of all Britain's Spa Heritage Towns.

The Spa Towns are currently enjoying a revival, and, for example, this Summer a new Brine Bath has opened in Droitwich — the first to be opened in Britain this century.

Copy and more information from: Droitwich Town Council, Norbury House, Frier Street, Droitwich Spa, Hereford and Worcester WR9 8EE. Telephone: (0905) 775155.

Brighton in Major New European Resorts Link

A major new link-up of European resorts has been formed with Brighton selected as the British representative. The European Federation of International Seaside Resorts (E.F.I.S.R.) was formally established at a signing ceremony in Holland recently, when Brighton and four

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other European resorts, Knokke-Heist in Belgium, Nice in France, Scheveningen in Holland, and Travemünde in Germany, made history by joining together in this way. At the ceremony, and 'signing' for Brighton, was the town's Director of Resort Services Don Waterman, who said "I am very excited by the possibilities that this new joint initiative between resorts from different countries opens up, and I am particularly delighted that Brighton was asked to join, as only one resort is allowed membership from each country".

The aims of the Federation are to further the widest co-operation between the top European seaside resorts and to achieve greater international publicity for them. Joint activities are planned between the member resorts which include an ocean sailing race and a major European television event. The Federation believes that exchange of experience between resorts in the fields of marketing, promotion and of the tourism business generally will prove invaluable to the resorts taking part.

Enquiries should be addressed to Resort Services Department, Borough of Brighton, Marlborough House, 54 Old Steine, Brighton BN1 1NQ. Telephone (0273) 29801.

The First Butterfly Farm in Scotland

Joining the growing ranks of Butterfly Farms, is the first one of its kind in Scotland which opened recently.

The Edinburgh Butterfly Farm is housed inside a 10,000 square foot greenhouse split into three sections. The first, and main one, is a landscaped area filled with tropical plants, waterfalls and ponds,



heated to create a jungle atmosphere for the insects to live naturally, and also providing good access for disabled visitors. Secondly, adjoining this, is the breeding and education area and finally a gift shop for books and souvenirs.

Situated in the middle of Dobbie's famous Melville Nurseries where a large range of trees, conifers, shrubs and roses are grown, the farm is next door to Dobbie's Garden Centre where tropical plants and houseplants are on sale.

Refreshments are available in the Garden Centre teashop whilst children can be kept occupied in a specially constructed play area allowing parents to browse through the complex. Tropical

fish are not forgotten, along with marine and pond fish, which can be seen and purchased, at the Aquarist.

The site is only six miles from Edinburgh on the A7 Galashiels/Carlisle road.

Further information is available from The Manager, Edinburgh Butterfly Farm Ltd., Melville Nurseries, Lasswade, Dalkeith, Nr. Edinburgh, Midlothian, Scotland. Telephone: 031-663 4932 for group rate discounts and guided tours.

July Events in York

Groups already booked into York this July may wish to include or recommend visits to the following major events in the city.

**York Early Music Festival*, 12th—21st July, which is a celebration of the works of some of the composers who died or were born between the years 1585—1685. More information: Festival Office (0904) 58338.

**An adventure in information technology*, 1st—28th July. Free presentations by IBM on Robotics, Networks, Lasers, Computers and featured in the Museum Gardens of the Yorkshire Museum. Open daily. More information (IBM) 061-969 3555.

Museum of Army Transport

Currently making a name for itself is the *Museum of Army Transport* at Beverley in North Humberside, a unique collection of military lorries, other vehicles including tanks, and also Army Railway exhibits.

The display includes the wagon used by Lord Roberts in the Boer War, the Rolls Royce used by Montgomery, and the only three wheels-in-a-row motorcycle.

In the railway section is the only "train destroyer", six small locomotives and some tank carrying wagons.

Open daily, year round. Party rates by arrangement.

More information: Museum of Army Transport, Flemington, Beverley, North Humberside HU17 0NG. Telephone: (0482) 860445.

Places to Visit in the English Shires

Over 30 places of interest are detailed in a new guide published this year for the English Shires.

Everards Brewery, in conjunction with the East Midlands Tourist Board, have prepared the brochure which lists museums, castles, gardens and other attractions. Included, for example, are Chatsworth, the National Tramway Museum, Lincoln Cathedral, Belvoir Castle, Nene Valley Railway and the Lace Centre, Nottingham.

For each place a description with opening times is given, and facilities for coach parking are detailed.

More information: Mike Warman, East Midlands Tourist Board, Exchequergate, Lincoln LN2 1PZ. Telephone: (0522) 31521.

Guide to the Heart of Wales

A new colour guide to the Heart of Wales is described as the "best kept secret in Wales" and highlights that area bounded by the Brecon Beacon to the South, the Cambrian Mountains to the West, and the Radnor Forest to the North East.

Sections deal with touring, lakes and spas, activities and events as well as individual centres like Builth Wells, Llandrindod Wells, Llanwrtyd Wells and Rhayader. Accommodation is also listed, with addresses and 'phone numbers.

Copy from the Heart of Wales Tourist Association (0597) 4497.

Among the major events to take place later this summer are:

22nd—25th July: Royal Welsh Show, Builth Wells.

2nd August: Llanwrtyd Festival.

3rd August: Elan Valley Sheepdog Trials.

5th—24th August: Llandrindod Wells Open Bowls Tournament.

7th September: Rhayader Sheepdog Trials.

7th—14th September: Llandrindod Wells Victorian Festival.

12th October: Llandrindod Eisteddfod.

20th—24th November: Mid Wales Beer Festival, Llanwrtyd Wells.

Throughout the year: The Rhayader Male Voice Choir rehearse every Tuesday evening at the Lion Royal Hotel.



Ferry Nice

"It's one of the perks of the job!" said Captain David Osborne, as he sailed Townsend Thoresen's Herald of Free Enterprise away from Dover, with the help of five lovely ladies from the UK coach trade.

They were among a group of coach operators crossing the Channel with Townsend Thoresen at the start of an educational trip to the PLM-Etap Frantel Hotel Group in Holland.

Pictured with Captain Osborne are (from left to right) Martina Elliot and Stephanie Woolston, Stirling Travel and Holidays, Laureata Ellis, Charnwood Travel, Diana Wigley, PLM-Etap Frantel and Gillian Beath, Wedgwood Travel.

LICENSING and LEGAL NEWS

Residents Attempt to Block Terminal Move

Plans by the National Bus Co. subsidiary, Southern Vectis Omnibus Co. Ltd., to move the terminal of its services in Cowes, Isle of Wight, are being strongly opposed by local residents.

The proposal to move the terminal resulted in the company making an application to the South Eastern Traffic Commissioners in respect of five services, namely Newport to East Cowes, Ryde to Cowes, Cowes to Sandown, Cowes to Ventnor, and a Newport circular service.

For the company, Mr. Geoffrey Jones said it considered that the existing terminal at West Hill was too remote from the ferry and hydrofoil terminals and the shopping centre. Consequently, it was proposing a new terminal at Carvel Lane whilst at the same time seeking to increase the frequency of the services.

Mr. Jones complained that though the proposals had been agreed with the Isle of Wight County Council, and there was no objection from the police, two Council officials and a police inspector were present to support the residents' case.

Evidence was given by the residents of the narrowness of the roads in the vicinity of Carvel Lane, which they maintain are totally unsuited to the operation of public service vehicles.

The Commissioners adjourned the hearing of the application until August, when two further days have been set aside for its completion. They agreed to continue the dispensation already granted to the company to make use of the Carvel Lane terminal despite strong opposition from the residents.

Residents Continue in Opposition to Stage Terminal

Residents of a block of flats in Southsea are continuing their fight against the use of a nearby terminal point by buses, and in the latest round of the battle the South Eastern Traffic Commissioners have reserved their decision on applications for two new stage services by Hampshire

Bus Co. Ltd.

The services concerned, between Bishops Waltham and Southsea, and Compton and Southsea are an adjunct to the company's Fareham to Winchester service, and it is proposed that they operate on Sundays and bank holidays from May until September and on Tuesdays and Thursdays during the Summer school holiday. The licence applications were opposed by the St. Helens Court Lessees Association, who were concerned about the use of the Southsea terminal at South Parade.

Last year the Association opposed applications by Hampshire Bus Co. and Southdown Motor Services Ltd. to move the terminal point of a number of services to South Parade, after it had been vacated by Portsmouth City Transport as a result of service revisions.

The Association's objections then, as they are now, were based on complaints of noise and fumes, and in particular about the noise from "bleepers" when buses were reversing.

At that time the Commissioners came to the conclusion that those proposals, taken as a whole, would not be against the interest of the public, but suggested that the residents might wish to take legal advice to see whether the noise and fumes amounted to an actionable nuisance under common law.

The Commissioners were told that the point concerned had been used as a terminal for bus services since prior to 1930. Though the proposed new services would mean another nine departures, about 100 departures per week had been taken out as a result of service revisions introduced since last September.

The Commissioners are to announce their decision in writing.

Bid to Lift Picking Up Restrictions Fails

A bid by South Wales independents, Creamline Services (Tonmawr) Ltd., to have picking up restrictions removed from two stage carriage services it was granted licence authority to operate in February of this year, has failed in the face of opposition from the National Bus

Co. subsidiary South Wales Transport Co. Ltd.

Creamline were seeking the removal of a restriction on the picking up and setting down of passengers on the main road between Neath and Neath Abbey (White Gates) on services it operates between the Victoria Gardens Bus Station, Neath, and the Cwmdu Industrial Estate, Skewen.

For the company, Mr. Hugh Price said that passengers using one of the services could see the buses going past certain stops without stopping in one direction and on the other service they were not able to stop at certain points on inward trips. The restrictions were causing confusion to the company's passengers when they did not know which buses stopped at certain bus stop.

The company's traffic controller, Mr. Hugh Jones, said that both drivers and passengers were confused. Passengers could get off a coach at Neath Abbey but they could not board one there. That had resulted in telephone calls of complaint against drivers from passengers who could not understand why the buses were not stopping even though they held return tickets.

For South Wales Transport, Mr. Geoffrey Jones said that the restrictions were agreed as a condition of the licences when they were granted in February. He felt that all that was needed to draw passengers attention to the picking up and setting down restrictions would be to display a number of posters or indicate on the windscreens of the buses the stopping places of the service concerned.

The removal of the restrictions was supported by a local Old Age Pensioners Association. For the Pensioners Association, Mrs. Winifred Alexander said that they felt that buses should be allowed to stop particularly for the convenience of pensioners, as public transport was very important to them.

Mr. Peter Heath, Neath and Port Talbot Area Manager of South Wales Transport, said his company operated services along the same routes as the Creamline services, with several journeys per hour. Creamline only had a frequency of one bus per hour on each route. The only difference between the services operated by the two companies was that the Creamline services started from Victoria Gardens and they operated from the Station at Neath.

He maintained that if the restrictions were lifted it would affect his company's services over six days a week, with a possible loss of revenue of up to 20 per cent on one route and 25 per cent on the other. South Wales Transport operated limited stop services and although initially such services might cause confusion, if passengers were adequately educated by publicity they would by and large accept the situation.

West Glamorgan County Council had not raised any problems concerning the

restrictions on the Creamline services and any loss of revenue to South Wales Transport would be extremely serious. Some services in Neath were already running at a loss and any additional loss would have a devastating effect on some of those services, with the real possibility of schedules having to be revised and services reduced. However, Mr. Heath agreed that at the present stage there were no applications pending for the withdrawal of any services.

Refusing the applications, the Chairman of the Commissioners, Mr. Ronald Jackson, said that when they gave their decision in February it had been based on the evidence before them at that time and there was no suggestion then by Creamline that the restrictions would cause confusion. It seemed to the Commissioners that Creamline themselves were not too sure about the conditions and that the confusion had arisen because the company had not told the public at the start of the service, by such means as destination boards, exactly what the service was.

The Commissioners felt that on the evidence they had heard, that although to lift the restrictions might be in the interests of one or two people, the applications ought to be refused.

The Commissioners suggested that it would be very much in the public interest if both companies produced composite timetables.

Heart of England v. West Midland PTE — Decision Reserved

Decision has been reserved in the licensing battle between Mr. George Day's Heart of England companies, and the West Midland PTE, over the operation of stage carriage services in what is known as the "Heart of England" area of Warwickshire.

In February the West Midland Traffic Commissioners commenced hearing applications by Heart of England Services Ltd. and the PTE for the renewal of licences granted to both operators following the demise of Mid Warwickshire Motors Ltd. That hearing was continued in March but was adjourned after it was revealed that Heart of England Services was planning to make substantial modifications to its services. In the event applications for licence authority for services between Birmingham and Coventry, and between Marston Green and Solihull, with a number of route variations, were submitted by an associated company, Heart of England Tours Ltd. Evidence was given by Mr. Day that identical applications were to be submitted by Heart of England Services. (Coachmart, April 12 and June 7).

When the hearing was resumed, Mr. David Jewkes, Director and Secretary of

Heart of England Services, questioned by Mr. Michael Parroy, for the PTE, said that only four through journeys per day would actually be operated between Birmingham and Coventry, all of which followed the southern route. Services for people on the northern route, through Meriden and Hampton-in-Arden, in the main went to Kenilworth, with only two journeys over the northern route ending up in Coventry. Mr. Jewkes said that that was the pattern of travel that they had identified. There was already a very good alternative service available over the northern route provided by the PTE.

Mr. Parroy said the district council had received representations from the public about the Heart of England services, saying that they were unreliable as to time and complaining about buses running early and the drivers refusing to wait for regular passengers.

Mr. Jewkes said that part of the problem was the timings given to them by the PTE. Buses were having to operate at speeds as low as 13 mph and 22 mph to keep to time.

Mr. Parroy said that the person concerned had also complained about Heart of England buses being cold, noisy and dirty, about there not being ticket machines, that the entrance doors were poor, and that the buses regularly ran out of fuel.

Mr. Jewkes denied that they had ever operated without ticket machines. He said that the entrance doors were no narrower than those in the PTE's Leyland Nationals. Buses had run out of fuel on very few occasions.

In reply to Mr. Parroy, Mr. Jewkes agreed that the services Heart of England were now seeking to provide were a considerable diminution over that they had proposed previously. Mr. Jewkes said he believed the PTE were seeking a considerable over provision of service.

Mr. Day said that he had had considerable experience of operating the services concerned. The Kenilworth to Birmingham service had operated for about 28 weeks. He estimated that revenue in a full year would be £68,000, added to which was £13,000 in respect of Education Authority traffic and £2,000 in respect of private schools, giving a total of £83,000. He estimated that the Coventry/Solihull service would take £40,900 in revenue in a full year. Based on takings during the period it operated, he estimated that the village service would take £31,000 in a full year. If a licence was granted the cash fares would be increased by five per cent. The scholars' fares were abnormally low and he proposed increasing the schools' travelcard to £75 per annum. It currently stood at £54, some 15p per journey. He had estimated pensioners' concessionary fares at 32p, and he was now asking for 50p, which was considerably lower than the PTE was already receiving. That would increase the £31,000 estimated

revenue on the village service to £47,000. Allowing for a 15 per cent increase in costs, it still left that service as a deficit maker.

The Coventry service would be "stitched on" the end of the village service, turning that service from a loss maker into a profit maker. The Kenilworth/Birmingham service was the service that he had always said would make money. The profit previously had been 15 per cent and if the new fares were implemented that would increase to 36 per cent.

In reply to Mr. Jackson, Mr. Day said that he had operated his Kenilworth/Birmingham service from February until June and had then terminated it. The village service had been operated in April and May and it was then terminated. He had terminated the services because he could not get any recompense for pensioners' concessionary fares. It had been discussed by West Midland County Council but they had still not offered him any money.

Questioned by Mr. Parroy, Mr. Day said the five per cent increase was to bring his fares into line with current PTE fare levels. He claimed that the PTE had taken the pensioners' concessionary fare income that he should have had and that was why he had stopped operating. He did not agree that £4,200 was the maximum payable for pensioners' concessionary fares, but he did agree that that was the figure being discussed by the County Council. He agreed that £4,200 worked out at £150 per week for the period that he operated and that he had said that he could not operate unless he received £600 a week from the County Council.

Asked whether he was seriously suggesting that his costs had only gone up by 15 per cent in the last 18 months, Mr. Day said that that was about right. Asked whether the 9.86 pence per mile allocated to maintenance in the costings provided for an adequate maintenance system, Mr. Day said that they had never had any problems with maintenance. The bald costs were about 70 pence per mile and on top of that there were management costs of around another 15 to 20 pence per mile. However, he had costed these services at around 62 pence per mile, based on some 90,000 miles.

Asked why he had not increased fares on the village service to make it profitable, when he had had a free-hand on that route, Mr. Day said that the majority of traffic came from Balsall Common and the PTE operated through the middle of that area. If he had increased fares he would have lost almost the whole of the traffic, as the traffic from the villages themselves was minimal.

The 15 per cent increases in costs quoted did not include overheads. If he was able to get the whole network established, he would make a gross profit of 36 per cent from which must be deducted the overheads.

If the PTE was still in contention he was not prepared to operate. If the PTE were allowed to go on operating between Coventry and Solihull he would not operate. He would have no qualms, however, about the PTE operating between Solihull and Birmingham, but he would not like them to operate between Balsall Common and Coventry. Even if the PTE was only operating on the northern route, he would not be prepared to operate any service to the villages. He accepted that the village service would make a loss. That would be covered by profits on the trunk service between Kenilworth and Birmingham, and Coventry and Birmingham, provided that he got the pensioners' concessionary fares money, said Mr. Day. He wanted a clear run between Solihull and Tile Hill and he needed pensioners' concessionary fares money at 50p per passenger journey.

Mr. Richard Charnley said that he had carried out a survey on behalf of Mr. Day. He was at one time an employee of the PTE and it had not been unknown for PTE buses to run out of fuel. He had travelled on PTE buses whilst undertaking his survey, and they had often had to wait in lay-byes because they were running early.

In reply to Mr. Jackson, Mr. Charnley said that he was now a self-employed p.s.v. operator, holding a psv operators' licence for one vehicle. He had previously been in management in the private sector.

Producing figures based on the survey he had undertaken, Mr. Charnley said that he believed that the PTE's figures of carryings were excessive, in view of his experience when travelling on the PTE service during his survey. He felt that the PTE figures were a great exaggeration and he would not be surprised if they were as much as 35 per cent overstated.

Mr. Graham Simons, the PTE's divisional manager south, said there had been a long standing dispute over the amount of pensioners traffic carried by Mr. Day. Generally, Mr. Day's figures were higher than the PTE's. The figures produced to the Commissioners were based on a 100 per cent survey of the services carried out on one day.

After Mr. Day had said that his costs would be lower than the PTE's because he would be using six to seven year old double deckers instead of new vehicles, Mr. Simons suggested that the cost of running such vehicles was not necessarily cheap.

After Mr. Day had said that the PTE's abnormally low fare scale mitigated against competition and private operators, Mr. Simons said that he did not accept that the fare scale was abnormally low.

Mr. Stephen Jasper, business planning accountant for the PTE, said that the pay award to drivers for 1985/86 had not yet been agreed so the PTE's figures were

based on 1984 wage levels.

In reply to Mr. Day, Mr. Jasper agreed that it was likely that there would be a wage award. He said that he hoped that it would be no more than five per cent. However, he had no idea what was being negotiated and five per cent was in no way an offer to the staff.

Mr. Michael Dane, a principal assistant traffic engineer of Solihull Metropolitan Borough Council, said that his Council had resolved not to make any financial contribution to Heart of England Services, and to support a regular service in the area no matter who provided it.

He wished to bring the views of the various parish councils in the area to the attention of the Commissioners.

Meriden Parish Council wished to lodge the strongest possible objection to the operation of double-decker buses in their area because of the unsuitability of the roads for such vehicles. Hampton-in-Arden Parish Council felt that the PTE provided an adequate service and that additional facilities were not required. Balsall Common Parish Council felt that the PTE proposals were the more satisfactory. They also had had complaints about Heart of England failing to operate to timetable, operate at all, and about reckless driving. Barston Parish Council preferred the PTE proposals as providing a more satisfactory service. Bickenhill Parish Council were against the use of Bickenhill Road, Marston Green, by Heart of England, as they considered it dangerous.

Mr. Day said that some of the services had been delayed in the past because of problems with a level crossing in Balsall Common. They were only asking for two services along Bickenhill Road each day to serve schoolchildren. The only alternative was a much more roundabout route.

Mr. Dane said that neither the Borough Council nor the Parish Council wanted to see a stage carriage service on that road from a traffic point of view.

Mr. Day denied that his buses ran early. He said that he had sacked one driver where it had been proved the vehicle was running early. They had had problems with vehicles last winter, as they had been using hired vehicles. Those problems were unlikely to be repeated.

Mr. Day said that he had operated very successfully for five years, increasing traffic on services in the area by 60 per cent. He would not have done that if his operation had been as bad as had been alleged.

His companies were private companies, operating on private funds and they could not make serious losses. The PTE had recourse to the rate fund, which they could dig into apparently whenever they wanted to. They were allocating costs of £1.03 per mile, yet the PTE's Annual Report stated that its operating costs

were £1.75 per mile. If the true costs of operation were included, the PTE services would show a massive loss in excess of £70,000. The PTE's figures were misleading in the extreme, and the drivers' wage award alone would bring the service into deficit.

In the appeal decision, withdrawing the village service from the PTE and giving it to Heart of England, (Coachmart September 7, 1984), the Secretary of State for Transport had said that it was against the public interest for a subsidised operator to provide a service at a loss when a private operator was prepared to provide it at no cost to the local authority.

He had every confidence that if the licences were granted to his companies they could show a profit, and a substantial profit. He had been criticised for not increasing fares on the village service, but if he had done that service would have gone out of business even earlier. He believed that they could operate a good service if left to their own devices. It was unfair that he should be expected to compete with a heavily subsidised public operator. So far, his companies had never had the opportunity of proving what they could do.

Mr. Parroy said that finance was not everything as far as the public interest was concerned. Quality and regularity of service were just as important. "A clapped out old bus, that is cold and which arrives late, is not in the public interest", he said.

The Secretary of State had said that if everything else was equal, then the unsubsidised service was to be preferred. That precondition was important. There had been so many "chops and changes" that the public needed an operator they could rely upon, who would continue to operate the services for some time to come.

Exception was taken to the suggestion that the PTE had all but stolen pensioners' concessionary fares money from Heart of England, as it was very clear they had done anything but that.

When Mr. Day operated the Kenilworth/Birmingham service, the PTE was not operating over the route as it did not have a licence. Consequently, the assumption that the PTE took half the traffic in calculating Heart of England's figures was incorrect. Commissioners could not be satisfied on those figures that Mr. Day could operate the services at a profit. If he did not, he was not going to operate, which meant that once again the PTE would have to go in and pick up the pieces. All that would achieve would be to confuse the public even more.

Reserving the decision, Mr. Jackson said that in view of the length of the proceedings, and the amount of documents produced, the Commissioners could not promise an early decision.

Michael Jewell

VEHICLE and OPERATOR NEWS



The Durham based Langley Park Motor Company have recently taken into service a Duple Laser 2 Express body on a Bedford YMT 11 metre chassis. Many special extras were fitted, including power operated express doors with stepwell button, spare wheel carrier, a

full height partition behind the driver, a digital clock and a PAYE sign incorporated in the front panel. External livery is cream with red bands and signwriting, and light blue band below windows. **Kirkby** supplied the vehicle.



Supplied to Swallow Coaches of Warmley, Bristol by the **Mosley Group** recently was this Bova Futura "FHD" integral luxury coach, the specification of which includes courier seat, centre sunken toilet with detachable top, driver's sleeping berth and sliding window to entrance door. The vehicle meets Tempo 100 requirements.



Weardale Motor Services of Stanhope, Co. Durham, chose this Reeve Burgess 19 seat executive coach conversion based on a Mercedes Benz 608D as a fleet addition. Supplied through **Bell Truck Sales**, the vehicle incorporates the deep boot option and is painted in Weardale's attractive red and white livery.



Bicknell's of Godalming have purchased their third 8m Van Hool Alizee based on a Dennis Lancet chassis. Whilst this type of vehicle is normally equipped with 35 reclining seats this particular coach was specified with a centre sunken toilet and 28 Surelax seats with extra legroom. In addition the coach has double glazing, Webasto heater, video equipment installed by Shades Technics, refrigerator, water boiler, Blaupunkt radio/cassette/pa equipment and is finished in Bicknell's attractive grey, fawn and green livery. The vehicle won the Top Van Hool Coach trophy at the Brighton Rally earlier this year and was supplied to Bicknell's by **Caledonia Coach Sales** who are sole agents for the Dennis Lancet chassis range.



This Volvo B10M GL chassis, fitted with Van Hool Alizee H coachwork was recently supplied to Sworders Coaches by **Kirkby Bus and Coach** of Anston. The coach has 53 seats, double glazing, and a Webasto engine pre-heater.



Improved Facilities at Victoria

The Continental departure lounge at London's Victoria Coach Station has recently been refurbished and extended, with seats provided for 100 passengers and six check-in desks. Continental services using Victoria include those of the Supabus consortium, National Holidays, Euroways, Hoverspeed, Beeline, Cosmos and Global.

COACHMART CLASSIFIED

USED PASSENGER VEHICLES

AEC

TFN

Allco Passenger Vehicles offer new and nearly new spares to fit most models. Tel: 01-866 8900 or Ruislip 74422.



340341

(R reg) **AEC 760** 50 seater, toilet, tea and coffee machine, fridge, hot and cold water, tinted windows, curtains, wired for TV and video, power door, driver's fan, side lockers well maintained, owner driven last 18 months. Phone 01 423 4342.

341342

2 x 1972 RELIANCE Service buses 1 x 54 seats, Derwent 505, 1 x 47 seats Park Royal 691 semi coach, tacho, engines rebuilt this year, MOT 27/9/85, 19/6/86. £2,500 each. Tel (0566 85) 227 day, (0288) 3243 night.

341

1978 (T) AEC 760 Reliance, Duple Dominant II, 53 seats, Telma, power door, wheeltrims, MOT Jan 86. £14,000. Tel Wakefield (0924) 823329 or 827744.

341342

1970 AEC Plaxton 41 seater coach, MOT April 86, taxed till Oct 85. £2,000 ono plus VAT.
1971 AEC Plaxton 43 seater coach, no MOT, no tax, slight fire damage underneath. Offers wanted. Tel (0942) 884844 (day) or (0942) 883554 (evenings).

BEDFORD

3367FN

1971 BEDFORD YRQ Duple Viceroy, 45 seats, power door, good condition for year, MOT till 27/5/86, now surplus to requirements. £1,750 plus VAT.

1972 BEDFORD VAL Duple Viceroy, 53 seats, power door, good condition for year, MOT till 3/4/86, now surplus to requirements. £1,850 plus VAT. Mitchells of Broxburn Ltd. Tel (0506) 853255.

340342

1 x 1978 BEDFORD YMT 500 Van Hool, 49 seats plus courier, radio/pa, curtains, exhaust brake, 2 sets headrest covers, new short motor, MOT 18/11/85, excellent condition throughout. £8,500. Used private hire UK, Continent only. Telephone (0566 85) 227 day, (0288) 3243 night.

341342

BEDFORD TK 401 diesel engine, fully equipped, suspended or straight tow purpose built in, good order, ready to go. £1,000. Telephone (0566 85) 227 day, (0288) 3243 night.

3407FN

1976 BEDFORD Plaxton 53 seater, 500 engine, Bristol dome, side lockers, wheel trims, very smart machine, MOT November 1985. £6,250. Telephone (0677) 23697.

341342

1977 BEDFORD 500 cc Plaxton Supreme 45 seater, radio/pa system, side locker, power operated door, side curtains, coachwork yellow and black, trimmed in beige, one owner from new, first class condition throughout.

1975 BEDFORD Plaxton Elite 45 seater, radio/pa system, side locker, power operated door, coachwork yellow and black, trimmed in beige, 12 months MOT, one owner from new, first class condition throughout. Sandhurst Coaches Ltd., telephone (0533) 874241 or 879262.

339342

1981 YNT Plaxton 53 seats, ZF gearboxes, rubber floor, carpet runner, power doors, radio/pa/cassette, curtains, tinted windows, choice of two. £26,500. Consider part exchange.

1974 YRT Plaxton 53 seats, express doors, excellent condition, good MOT, choice of two. £3,750 ono. County Travel (Leicester) Ltd. Tel (0533) 769001.

340341

1977 (R) BEDFORD YMT Plaxton Supreme 53 seater, registered 1/4/77, MOT 29/4/86. Red/white/blue exterior, engine and gearbox rebuilt, new clutch fitted April 85, body and interior in good condition, curtains, radio/pa. £7,750. Bryan Garratt, Leicester (0533) 767228 anytime.

339341

1976 YRQ Bedford 45 seater Plaxton Supreme, MOT Nov 1985. £5,000 plus VAT. Tel 051 526 1058.

341342

1978 (T) YMT Dominant II, 53 seat, MOT May 86. £9,500
1979 (T) YMT Dominant II, 53 seat, MOT May 86, new short engine, warranted to June 86. £11,000
1979 (T) YMT Dominant II, 53 seat, MOT May 86. £10,500. Tel (0303) 66533 Hythe, Kent.

341

1974 (N) BEDFORD PJK Plaxton 29 seater, MOT May 1986, exterior colour white/orange. £5,000 plus VAT.

1972 (L) BEDFORD YRQ Plaxton 45 seats, choice of two. £2,500 each plus VAT. Blonds (Stamford) Ltd. Telephone (0780) 65555.

341342

1972 BEDFORD YRQ Plaxton Panorama 45 seats, power door, radio/cassette, good condition, MOT 22/7/86. £1,750 plus VAT. Tel 051 677 6649.

341342

1977 BEDFORD PJK Plaxton Supreme 29 seater, air door, taxed and tested October. £3,500 plus VAT. Tel (0494) 713645.

ABOUT THE ONLY DIFFERENCE BETWEEN THESE COACHES AND NEW ONES IS THE PRICE.



1985 (April) Bedford YNT 12 metre, Wright Contour three star, 53 seats, full soft trim specification, radio and P.A. system.



1985 (April) Bedford YNT 11 metre, Wright Contour three star, 49 seats, full soft trim specification, radio and P.A. system.



1985 (April) Bedford YNT 11 metre, Wright Contour two star, 53 seats, full soft trim specification, radio and P.A. system.



1985 (April) Bedford YNT 11 metre, Duple Laser Two, 53 seats, full soft trim specification, radio and P.A. system.



1985 (April) Bedford YNT 12 metre, Duple Laser Two, 51 reclining seats, full soft trim specification, radio and P.A. system.



1985 (April) Bedford YNV 12 metre, Duple Laser Two, 55 seats, soft trim specification, radio and P.A. system.

Vehicles are located at Auto Car Group Depot, Inch Cross, Bathgate, West Lothian (Tel: 0506 52735).

They are available for inspection Thursday and Friday 25th/26th July

between 1.30 p.m. and 5.30 p.m. Sealed offers to be submitted to G.M.A.C. (UK) Ltd.,

Oakland House, Talbot Road, Old Trafford, MANCHESTER M16 0PQ, for the attention of Mr. M. Skinner, by first post Monday 29th July.

USED BEDFORD COACHES FOR SALE

REG. NO.	SC	CHASSIS	BODY	REGISTERED	R.F.L. EXPIRY	T/CERT EXPIRY	DESCRIPTION (SEE KEY AT FOOT)	SALE PRICE
5212 EL	53	BEDFORD YMT	Caetano,	1980 (May),	Apr,	29/04/86,	R/C/PA, P/D, S/L (2), T, A/L, S/C.	£14,000
AAA 428V	53	BEDFORD YMT	Plaxton,	1980 (Feb),	Feb,	11/5/86,	R/C/PA, P/D, S/L, R/E.	£13,500
6921 EL	53	BEDFORD YMT	Caetano,	1979 (Oct),	Sep,	27/9/85,	R/C/PA, P/D, S/L (2), S/C.	£13,000
PUD 175P	53	BEDFORD YRT	Duple,	1975 (Nov),	Apr.	2/3/86,	R/C/PA, P/D, S/L, R/E.	£5,500
GVA 389N	53	BEDFORD YRT	Duple,	1975 (Mar),	Sep,	10/3/86,	R/PA, S/L.	£5,500
HEO 343N	53	BEDFORD YRT	Duple,	1975 (Apr),	Mar,	29/9/85,	R/PA, E/H.	£5,500
VOR 811N	53	BEDFORD YRT	Duple,	1974 (Aug),	Jun,	31/1/86,	R/PA, S/L, T.	£3,500
VOR 812N	53	BEDFORD YRT	Duple,	1974 (Aug),	Jun,	24/6/86,	R/PA, S/L, T.	£3,500
PFJ 302M	53	BEDFORD YRT	Duple,	1974 (Jun),	Mar,	21/4/86,	R/PA, S/L, E/H.	£4,000
UCG 404M	53	BEDFORD YRT	Duple,	1974 (May),	Apr,	5/5/86,	R/PA, P/D, S/L, T.	£4,000
YVO 268M	53	BEDFOD YRT	Duple,	1974 (Jan),	Sep,	31/8/85,	E/D.	£3,500
YVO 280M	53	BEDFORD YRT	Duple,	1974 (Feb),	Oct,	18/11/85,	E/D.	£3,000
YVO 284M	53	BEDFORD YRT	Duple,	1974 (Mar),	Mar,	10/6/86,	E/D.	£3,500
TDP 108M	53	BEDFORD YRT	Plaxton,	1974 (May),	Apr,	9/11/85,	R/PA, S/L.	£3,000
RMO 495M	53	BEDFORD YRT	Plaxton,	1974 (Jan),	Aug,	9/2/86,	R/PA, S/L.	£3,500
PHP 137M	53	BEDFORD YRT	Plaxton,	1973 (Dec),	Jul,	26/5/86,	R/PA, P/D, S/L.	£3,500
NBW 353M	53	BEDFORD YRT	Duple,	1973 (Sep),	Aug,	24/3/86,	E/D, S/L.	£3,000
HDF 980L	53	BEDFORD YRT	Duple,	1973 (Jul),	Apr,	30/11/85,	E/D.	£3,000
HOR 325L	53	BEDFORD YRT	Plaxton,	1972 (Oct),	Oct,	20/7/86,	R/PA, P/D, E/H.	£4,000

Key: R/C/PA: Radio/Cassette/Mike. R/PA: Radio/Mike. P/D: Single Power Door. S/L: Side Locker(s). T: Telma Braking. E/D: Powered Express Doors. S/C: Side Curtains. R/E: Recent Recon. Engine. A/L: Automatic Lubrication System. E/H: Eberspacher Auxiliary Heating Unit.
 All the above coaches have black & white livery, except YVO 280M which is orange & cream. Colour photo's of selected vehicle(s) will be sent on request. Whilst care has been taken in describing the vehicles verification should be made upon viewing. Viewing must be by prior appointment as vehicles are in daily use. Modern workshops/inspection facilities are available. All vehicles are currently maintained to Eagle Line's usual high standard. VAT will be added to prices shown, and no discounts will be given. Caetano bodied vehicles cannot be released until 1st October 1985.
 Eagle Line Ltd, Dores Road, Upper Stratton, Swindon SN2 6QT. Tel: (0793) 27927.

340341

1972 BEDFORD YRQ 45 seater Plaxton, Grant doors, radio/pa, red interior, exterior blue/white, good tyres, head rest covers, immaculate for year, MOT'd November 85, taxed. £3,100 o.n.o. Available 17th July. Stan's Coaches, Maldon, Essex. Telephone: (0621) 891959.

340341

1975 YRT Caetano Estoril, new engine 12,000 kms, remoquette, blue interior, curtains, MOT December 85, white/light blue/orange exterior, radio/pa. £4,000. Sanders Coaches, Holt, Norfolk. Telephone (026371) 3261.

340341

1975 (N) BEDFORD PJK, Plaxton 29 seater, Telma, radio/pa, wheeldiscs, heaters MOT to January 86. Offers in the region of £4,000.

1970 BEDFORD SB, Plaxton 7ft 6in. wide, 41 seater, pa, reseated 2 years ago, ticket to March 86, best offer around £1,000. Telephone Midhurst (073081) 2867.

340342

(R) **BEDFORD YMT** 53 seater Van Hool, tested to 1/7/86, side lockers, curtains, radio/pa, removable arm rests. £8,000. Telephone (0274) 46454.

BRISTOL

341342

3 x 1970 BRISTOL RESL8 service buses, 680 engines rebuilt this year, Northern Counties bodies, 47 seats, 19 standee, MOT 16/8/85, 14/10/85, 3/11/85. Spares/r/axle hubs, springs, shoes, linings. £2,000 each.

Spare rebuilt 680 engine, complete, still under warranty. £1,000. 0566 85 227 day, 0288 3243 night.

340343

1981 (W) and 1982 (X) BRISTOL LHS/Plaxton Supreme, 30 reclining seats, anti-sun side windows, curtains, power door, auto-lube, radio/pa. Choice of four. Epsom Coaches, Epsom. Telephone (03727) 25252.

3417FN

1983 (Y) BRISTOL LHS 35 seat, MOT March 86, Supreme V, choice of two, one with Bristol dome. £26,500. Tel (0303) 66533 Hythe, Kent.

341

(N registered) **BRISTOL LH** service bus, first registered 1/7/75. £2,250. Telephone Trevor Wigley on (0226) 723147 daytime or (0226) 710450 evenings.

341342

1971 (J) LEYLAND Atlantean, 680 engine, Alexander body, 75 seats, front entrance, tachograph fitted, MOT Nov 1985, very good condition. £2,950 o.n.o. Tel (0429) 820700 anytime.

DOUBLE DECKERS

332TFN

1978 FORD Dominant 45, MOT May 86, a very smart coach. £7,500. Part exchange welcome, contact Robsons of Wolsingham, Co. Durham. Telephone (0388) 527242 and 527314 or 527628, 527049 (home).

336TFN

1979 (V reg) FORD R1114 Dominant II, sound, very reliable vehicle, MOT Oct 85. £10,000. Phone (01-804 7678).

341342

2 x FORD R1114 Turbo Plaxton Elite, side lockers, radio/pa, refurbished interiors in 1983, headrest covers, tacho, 1 x 1972 Grant doors, 49 seats, new engine, MOT 14/2/86. £3,000.

1 x 1975 53 seats, rebuilt engine, MOT 5/3/86. £4,500. Both in excellent condition throughout, used for private hire UK/Continent only. (0566 85) 227 day, (0288) 3243 night.

340341

1971 FORD Plaxton 53 seater, MOT 14/10/85. £2,500. Telephone (0934) 833177.

341

1980 (W) FORD Plaxton 53 seater. £13,000
1980 (W) FORD Duple 53 seater. £12,500
1980 (V) FORD Duple 53 seater. £11,500
1980 (V) FORD Duple 53 seater. £10,500
1980 (V) FORD Plaxton 53 seater. £11,000
 Most have Telma, air doors, radio and tapes, curtains and wheeltrims. All vehicles in very good condition and can be inspected in our own workshops. Any fault can be rectified before purchase. Phone Bennetts Coaches, Gloucester (0452) 27809.

341342

1972 (K) FORD R1114 Plaxton 53 seater, MOT April 1986, tachograph fitted, vehicle in daily use, good condition for year. £1,450 o.n.o.

1973 (L) FORD R1114 Plaxton 53 seater, MOT March 1986, air door, tachograph fitted, very good and clean condition. £1,950 o.n.o. Tel (0429) 820700 anytime.

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1976 (P) FORD Plaxton 53 seater, recent reconditioned engine, good all round, MOT April 1986. £6,750 plus VAT. Tel Chichester (0243) 781107.

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Can you fill this space with a
Classified Advert?
Then phone (0482) 224935.

LEYLAND

341342

2 x 1970 LEYLAND Panther service buses, 680 engines rebuilt this year, Roe body, 53 seats, 24 standee, MOT 21/4/86, 6/6/86, spare front/rear screens, drums, front/rear axle, springs, rebuilt gearbox. £2,000 each.
Spare rebuilt 680 engine, complete, still under warranty. £1,000. (0566 85) 227 (day), (0288) 3243 (night).

341

1979 (T) LEYLAND Leopard 680 Plaxton Supreme IV, 50 reclining seats, courier seat, power door, Telma, twin tanks, autolube, curtains, wheel trims, MOT April 86. £20,000. Telephone Wakefield (0924) 827744.

341342

1976 LEYLAND Leopard semi automatic 12 metre, 50 seats, toilet, curtains, twin tanks, radio/pa, rubber floor renewed October 84, 2 side lockers, Bristol dome, T/S tyres, driver's locker, wired for video, MOT November 85. £13,500 plus VAT ono. Earnside Coaches, Glenfarg 057 73 360 day, 406 night.

340341

1980 LEYLAND Leopard semi-automatic 50 seater recliner, MOT November 1985.

1982 LEYLAND Leopard Duple, 53 seater, MOT October 1985.
Prices negotiable. Phone (0473) 51810.

340343

1974 LEYLAND Leopard 680 S/A 53 seater Plaxton Supreme, power steering, MOT July 1986, brake conversion fitted. £7,000 plus VAT.

1976 LEYLAND Leopard 680 S/A 53 seater Plaxton Supreme, MOT June 1986, brake conversion fitted, power steering. £13,000 plus VAT.

Both vehicles in good condition, contact: C. Clark 01-853 2348.

341

(M) LEYLAND Leopard with Duple body, very good runner and condition. £4,500 plus VAT. Telephone (0532) 557199 (between 9 am — 5.30 pm).

341

1969/70 LEYLAND Leopard, manual two speed axle, ex-Southdown semi coach, 49 seats, test to 20/12/85, ideal school contracts or local bus service, very reliable, surplus to requirements after 23rd July. £2,500 plus VAT. Dorking (0306) 884937.

FOTOMART

THE EASY WAY TO SELL YOUR COACH

£30.00 for the first insertion.

£25.00 for each subsequent, identical insertion.

A photograph of your used vehicle in 'Fotomart' may be all that is required to sell your surplus coach.

Phone us now on Hull (S.T.D.) 224935 for all the details.



1972 DAIMLER Fleetline Gardner 180 engine, 74 seats, tested July '86, excellent condition.

Telephone: (0226) 298001,
Vernon Diesel Exports Ltd.



Special Offer Due to Cancelled Order

We have available for Immediate Delivery
Brand new and unregistered full
manufacturers warranty

VOLKSWAGEN LT31D 12 seater minibus, 6 cylinder diesel engine for economy and reliability, Devon conversion, PSV specification, deluxe seats & luggage compartment, electrically operated folding doors. £13,495 plus VAT. Ring Robin Hodgson on Maidenhead 22264 or evenings 073522 3048.



1979 (T reg) DUPLE Dominant II, 53 seater, MOT January 1986, Bristol dome, power door, Isringhausen driving seat, radio/pa/cassette, owner driven.

£12,000 plus VAT.

Chesham (0494) 786531.



(X) DAF MB200DKTL PLAXTON SUPREME V GT, 51 seater coach, Reg No. TND 407X, first reg 2/4/1982. Exterior yellow/white, interior red. MOT 7/12/1985. Extras, tinted glass, curtains, extra fuel tank, Eberspacher, air door, illum side panels, wheel trims, courier seat, moquette to roof.

No. 965558. £43,850
Kirkby Bus & Coach, South Anston, Sheffield.
Tel: (0909) 564311.



1974 Leyland Leopard 680 semi automatic, Plaxton 48 seats Webasto heater, M.O.T. 22-4-86. £5,500

Graham Martin Limited.
Station Goods Yard, King Street,
Middlewich, Cheshire. CW10 9EA
Telephone: (3476) 3658



1974 Ford R1014 Duple Dominant 41 seats, radio p.a. Mk2 front M.O.T. 20-4-86. £4,500

Graham Martin Limited.
Station Goods Yard, King Street,
Middlewich, Cheshire. CW10 9EA
Telephone: (3476) 3658

EXTRACT MISSING

Telephone: (3476) 3658

341342

1982 LEYLAND Tiger Plaxton Supreme V, 47 reclining seats & courier seat, fridge, hot drinks dispenser, toilet, soft trim curtains, lockers, air door etc, 120,000 miles from new, MOT May 1986. Offers. Telephone (0761) 232014, (0761) 233159 after 5.00 p.m.

341342

1979 (T reg) LEOPARD 57 seats, Dominant II, semi auto, MOT Nov 85, Telma, radio/pa/cassette, air door. £21,000 ono.

1979 (T reg) LEOPARD 53 seats, Telma, radio/pa, air door, semi auto, MOT Nov 85. £20,500 ono. Both good condition. Telephone (0702) 523215.

341342

LEYLAND Leopard 53 seater, Duple Dominant, clean, good condition, recent C.O.F. £12,000. Westway Coaches, Ivydale Hotel, Henver Road, Newquay, Cornwall. Tel (06373) 5686.

MERCEDES

335TFN

0303 JONCKHEERE Bermuda, convertible toilet, 49/53 seater, Webasto, video, coffee machine, subcontract work available during the Summer months. £50,000. Part exchange considered, Finance available. Contact Mike Trathen on (0752) 787411.

340341

New MERCEDES L608D 21 seater, full luxury specification, extra large capacity boot, price £21,750 plus VAT, nett. Available 26th July. Contact Van Truck Ltd. (09-252) 29828, evenings (0477) 34900 Alan Hewitt.

341TFN

1982 (X) 580D choice of two, 18 or 19 seat, tinted windows, decorative curtains, one with full coach boot and side lockers, MOT May 86. £13,000 ono. Tel (0303) 66533 Hythe, Kent.

TFN

CALEDONIA COACH SALES & SERVICES

041 554 2761

MERCEDES/REEVE BURGESS — The ideal Combination for your new 12-25 seater luxury mini coach.

We are experienced PSV dealers and can supply from stock, or assist you to design a vehicle to your requirements.— We also provide a parts and coach repair back up service.

Consult the specialists for keen terms.

333TFN

C. G. WHITTAKER LTD.
Wheatley Hall Road,
Doncaster

MERCEDES Benz 307D high roof psv 12 seater coach.

MERCEDES Benz 608D high roof psv.

19 and 23 seater coach available ex-stock for immediate delivery.

From the leading manufacturers and suppliers of psv and non-psv Mercedes Benz 12, 19, 23 and 27 seat luxury minicoaches.

Early delivery on all specification.

Welfare coaches built to order.

Leasing terms and hire purchase available subject to Finance Company's acceptance.

Tel Doncaster (0302) 69353 or evenings (0302) 535817.

SCANIA

340341

Three 1976/77 SCANIA Double Decker Buses for sale, all with current MOTs. From £3,000. Telephone (0634) 403708.

SETRA

341

Available ex stock:

S 215 HR only 2 vehicles of this type left, fitted out to highest possible finish in stock white, autumn interior, specifications: engine Daimler-Benz OM.422, ZF S.69 six speed gearbox, full air suspension, independent front, Voith retarder, exhaust brake, 53 reclinable seats, courier seat, fridge, carpet centre aisle, curtains, central locking, lifting and lowering device, and many other fittings, all as standard, exceptional price. £69,950 plus VAT. Other models available from stock. For full details ring or write: Kassbohrer (U.K.) Ltd, High Street, Bordon, Hants 04203 4998.

VAN HOOL

335TFN

1982 (Y) ASTROMEGA 76 reclining seats, double glazed, Webasto, driver's bunk, Nomad servrey, TV/video, very good condition throughout. Possible part exchange. £68,000. Telephone 051 355 2519.

341

1982 MAN Acron 49 seater, video, toilet, driver's berth, drinks machine, sold with work if required. £40,000. Telephone (040 27) 22229.



1978 (T reg) Bedford PJK 330. First Registered 2-11-78. Duple Dominant 29 seat re-trimmed late 1984, Bristol dome, radio/p.a. Webasto heater M.O.T. 25-10-85. £12,500
Graham Martin Limited.
Station Goods Yard, King Street,
Middlewich, Cheshire, CW10 9EA
Telephone: (3476) 3658



1976 (P reg.) SEDDON Pennine VII, Gardner 180 engine, ZF gearbox, Alexander 49 seat T type body, 12 months test. £4,850. Phone (0254) 33163 or 396794.



1974 Bedford PJK 330 Duple Dominant 29 re-trimmed seats, radio/p.a. M.O.T. 25-11-85, painted all white. £6,000
Graham Martin Limited.
Station Goods Yard, King Street,
Middlewich, Cheshire, CW10 9EA
Telephone: (3476) 3658



1975 Bristol LHS Leyland 401 engine. (Re-registered and re-bodied 1978). Plaxton 35 new re-trimmed seats, Bristol dome, power door, radio, painted all white, M.O.T. March 1986
£12,000

Graham Martin Limited.
Station Goods Yard, King Street,
Middlewich, Cheshire, CW10 9EA
Telephone: (3476) 3658



1978 Leyland Leopard 680 semi automatic, Plaxton 53 seats, radio/p.a. M.O.T. 10-1-86. £17,000
Graham Martin Limited.
Station Goods Yard, King Street,
Middlewich, Cheshire, CW10 9EA
Telephone: (3476) 3658



1978 Leyland Leopard 680 semi automatic, Plaxton 53 re-trimmed seats, M.O.T. 2-1-86, radio/p.a. £18,000
Graham Martin Limited.
Station Goods Yard, King Street,
Middlewich, Cheshire, CW10 9EA
Telephone: (3476) 3658

Can you fill this space with your surplus coach?
Then phone (0482) 224935.

VOLVO

329TFN

1983 (A reg) B10M Berkhof Esprit, 49 recliners, convertible centre toilet, Webasto, video, coffee machine, sub-contract work available during the Summer months. £52,000. Part exchange considered. Finance available. Contact Mike Tratten on (0752) 787411.

340341

1981 VOLVO B58 Air Over Leaf Jonckheere Bermuda Hi-Liner £37,000 plus VAT.

Private plate, tested 7 months, specification includes 49 Vogel seats, video, hot water, toilet, bunk, Continental door, retarder, carpet, curtains. In beautiful condition throughout. Phone Burnley, Lancs. (0282) 72133 for appointment to view.

340341

1980 VOLVO Plaxton Supreme, 51 reclining seats plus courier, Telma, radio/cassette/pa, curtains, autolube, power door, long MOT. £23,500 plus VAT. Parry's Coastline Holidays, Cheslyn Hay. Telephone (0922) 414576. Telex 335615.

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1981 (X) B58, 48 reclining seats, new toilet and coffee machine fitted, power door, radio/cassette/pa, refurbished interior, very clean, MOT June 86. £35,000. Telephone: (0602) 383178.

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340341

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1981 (X) B58, air/leaf, Duple, 48 reclining seats, toilet, coffee machine, wired for video, good condition. £38,500. Phone Bennetts Coaches, Gloucester (0452) 27809.

341344

(S reg) **VOLVO B58** 12 metre Plaxton, 57 seater, MOT to June 1986, 6 speed ZF gearbox, new engine, fitted April 85. £16,900 ono. Phone 0738 33481 and ask for Ann or Brian.

MINIBUSES

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1983 FORD 12 seater transit Deansgate, maintained by Ford dealers from new, choice of two, both in mint condition. £7,000 each or £13,500 plus VAT for the two. Phone Tyneside (091) 2710202.

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1977 FORD Transit 15 seats, tacho, radio/cassette, moquette seats, new certificate, new engine January, luggage racks. £3,000 plus VAT. Tel Congleton (0260) 277649.

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1979 MINI PLAXTON Supreme 17 seats, 2.3 diesel, new clutch, many extras, tested until May 1986, very clean and tidy. £8,250 ono plus VAT. Phone (0787) 310574 Suffolk.

341343

1982 MAN Reebur 28 seats, power door, MOT to February 86. £15,500 plus VAT. Phone (0245) 59946.

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340343

1981 (October) FORD Transit petrol, overdrive, Deansgate conversion, 12 seater. £4,500 plus VAT.

1982 FORD Transit petrol—gas, 12 seater, just annualised. £4,500 plus VAT. Telephone Mr. Dewey 091 2656747.

3407FN

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(Y reg) **MERCEDES** 12 seater minibus, luxury high back moquette seats, MOT March 1986, very good condition, offers to Geoff's Coaches 061 370 3207.

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1982 FORD Transit 12 seater, MOT 1986. £4,000

1978 BEDFORD YMT 53 Van Hool, MOT 1986. £6,000

1978 BEDFORD YLQ 45 Plaxton, MOT 1986. £8,000

1976 BEDFORD YMT 53 Duple, MOT 1986. £6,000

1976 BEDFORD YMT 53 Plaxton, MOT 1986. £7,000

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1982 DAF MB200 Duple Dominant IV 12 metre, 57 seats, radio/pa/cassette, power door etc, MOT April 86. £38,000

1981 VOLVO B58 11 metre Plaxton Supreme IV 53 seater, Bristol dome, radio/pa, power door, MOT June 86. £34,000

1981 VOLVO B58 11 metre semi auto Plaxton Supreme IV 53 seater, Bristol dome, radio/pa and power door, MOT June 86. £34,000

1980 VOLVO B58 11 metre Plaxton Supreme IV 53 seater fitted with Bristol dome, radio/pa, power door etc, MOT April 86. £30,000

1980 (Private Plate) VOLVO B58 11 metre Duple Dominant II 53 seater, power door, side locker, Bristol dome, curtains, tinted windows, radio/pa/cassette, taxed & MOT'd November 1985. £28,000

1976 AEC 505 Willowbrook 53 seater service buses, MOT July 86, choice of 3. £5,500 each.

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1978 (T) FORD R1114 Duple Dominant II 53 seater, MOT Dec 85, autumn tint moquette, radio/pa, power door. £10,000

1979 BEDFORD YMT Duple Dominant II, 53 seats, MOT Jan 86. £13,000

1978 Nov BEDFORD Plaxton Supreme IV Express 53 seater, red interior, cream with orange and brown reliefs, MOT Aug 85. £12,000

1978 FORD R1114 Plaxton Supreme 41 seats, radio/pa, Telma, Bristol dome, extra fuel tank, side locker. £10,000

1977 FORD R1014 Plaxton Supreme 41 recliners, power door, radio/pa/cassette, full draw curtains, side lockers, Eberspacher heating, blue interior, MOT March 86. £7,500

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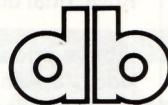
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VOLVO	1982 B10M Goldliner 49 recliners, Bristol dome, toilet, driver's bunk, TV/video, double glazing, carpet to centre gangway, courier seat, MOT May 86.
	1980 B58 12 metre Plaxton Supreme, 51 recliners, MOT March 86. £31,500
BEDFORD	1982 YNT Plaxton Supreme 53 seats, side lockers, new MOT. £24,500
	1981 YMT Duple Dominant II, 53 seats, side lockers, new MOT. £19,500
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	1976 YMT Duple Dominant 53 seater, armrests, side lockers, radio/pa/cassette player, driver's locker. £7,500
	1973 (M reg) YRT Duple Dominant 53 seater, MOT. £3,750
SEDDON	1970 Plaxton Elite 51 seater, clean and tidy for year, MOT Nov 85. £2,000
LEYLAND	1982 Tiger Plaxton Supreme, 47 recliners, servery unit with fridge, coffee machine, toilet, centre carpet. £42,000
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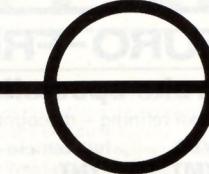


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1976 (P) R1114 Dominant 53 seats, radio/pa, side locker, MOT, 23/12/85.

1977 (R) BEDFORD PJK Dominant 29 seats, MOT 26/9/85.

1970 (H) AEC 691 Plaxton 53 seats, radio, MOT 25/1/86. Telephone 0290 61300 Rowe of Muirkirk.

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1981 BRISTOL LHS Plaxton Supreme 30 reclining seats, power door, curtains, auto lube, radio/pa, MOT Nov 85. £22,500

1978 LEYLAND Leopard 618 Plaxton Supreme 55 seats. £20,000

1978 LEYLAND Leopard 680 semi-automatic, Plaxton Supreme, 53 re-trimmed seats, MOT 2/1/86. £18,000

1978 LEYLAND Leopard 680 semi-automatic, Plaxton 53 seats, MOT 10/1/86. £17,000

1978 BEDFORD PJK 330 engine, Duple Dominant, 29 seats re-trimmed, Bristol dome, Webasto heater, MOT Nov 85. £12,500

1977 BEDFORD YMT Duple Dominant II, 53 seats, MOT May 86. £12,000

1977 BEDFORD YMT Duple Dominant II, 49 seats, MOT Dec 85. £11,800

1975 FORD 1114 360 Turbo, Duple Dominant, 53 seats, current MOT. £5,000

1975 FORD 1114 360 Turbo, Duple Dominant, 49 seats, current MOT. £4,500

1975 re-registered, re-bodied. 1978

BRISTOL LHS Leyland 401 engine, Plaxton 35 seats, Bristol dome, MOT March 86. £12,250

1974 BEDFORD PJK 330 engine, Duple Dominant, 29 new re-trimmed seats, current MOT. £6,000

TO CLEAR

1973 BEDFORD YRT Duple Dominant 53 seats. £2,750

1973 FORD R1114 Plaxton 53 seats, MOT 23/10/85. £2,900

1970 BEDFORD YRQ Duple Viceroy 45 seats, MOT expired. £1,500

1968 BEDFORD YRQ Plaxton 45 seats, MOT expired. £1,500

1968 LEYLAND Panther service bus, 59 seats, MOT expired. £1,550

1968 LEYLAND Leopard 600 Plaxton 49 seats, MOT 10/11/85. £2,250

1967 LEYLAND Leopard 600 Plaxton 47 seats, MOT expired. £1,575.

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We quote the year of registration not the year of manufacture

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1982 BEDFORD YMT Supreme V, 53 seater.
1979 (V) BEDFORD YMT Plaxton Supreme IV, 53 seater.

Resprays and minor repairs undertaken

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341342

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1973-74 (M) DAIMLER Fleetlines, fitted with Leyland 0680 engines, Park Royal dual door bodies, power steering, Michelin tyres. £4,500.

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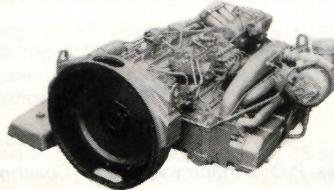
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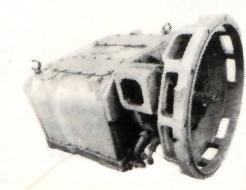
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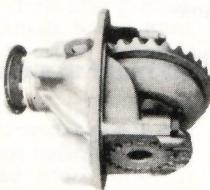
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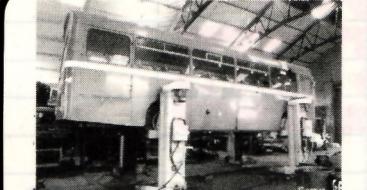
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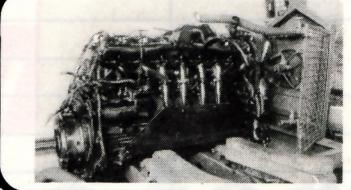
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LEYLAND

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